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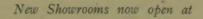
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SATURDAY, APRIL 6, 1935.



THE FIRST VISIT OF A BRITISH MINISTER TO SOVIET RUSSIA: MR. EDEN'S INTERVIEW WITH M. STALIN.

(FROM LEFT TO RIGHT) MR. ANTHONY EDEN (LORD PRIVY SEAL), M. STALIN (THE SOVIET "DICTATOR"), M. MOLOTOFF (PRESIDENT OF THE COUNCIL OF PEOPLE'S COMMISSARS), AND M. MAISKY (SOVIET AMBASSADOR IN LONDON.)

Mr. Anthony Eden, the first British statesman to visit Russia since the Revolution, arrived in Moscow on March 28, and the same afternoon discussed the European situation with M. Litvinoff, Soviet Commissar for Foreign Affairs, on the basis of the Anglo-French communiqué of February 3 and its four points—Security, Armaments, the Air Pact, and the League of Nations. On the following day, Mr. Eden, with the British Ambassador in Russia, Lord Chilston, was received by M. Stalin, General Secretary of the Communist Party and popularly known as the Soviet "Dictator." Their conversation (interpreted by M. Litvinoff) lasted for about an hour. M. Stalin

wore his habitual dress, consisting of a grey blouse, blue trousers, and black top-boots. The British visitors, it was reported, were impressed by "the weight and tranquillity of their host's manner, and by his wide knowledge and deep insight into international affairs." A joint Anglo-Soviet communiqué issued alterwards stated that "the conversations were conducted throughout in an atmosphere of complete friendliness and frankness," and that "there is at present no conflict of interest between the two Governments on any of the main issues of international policy." On March 31 Mr. Eden left Moscow for Warsaw, where he arrived next day.



#### BY G. K. CHESTERTON.

H ISTORIANS will probably mark the present epoch by the problem of the Traffic. Unless, indeed, the historians, who are an absent-minded race of men, have all been killed by the traffic before they can write any histories of it. It seems an almost they can write any histories of it. It seems an almost fitting fate for almost any literary man in such a chaos. I hope there is no irreverence to one of the most beautiful spiritual lyrics in the world, if I say that that starry and blazing phrase of Francis Thompson, "Shall shine the traffic of Jacob's ladder pitched betwixt Heaven and Charing Cross" has compating a remaining and charing Cross "has compating a remaining and charing Cross" has compating a remaining a remaining and charing Cross "has compating a remaining a rema

and Charing Cross," has sometimes raised in me an irrelevant wondering, about whether a man could now safely fix his eyes on the angelic ladder in the middle of Charing Cross and its more earthly of Charing Cross and its more earthly traffic; especially if he were a man like Francis Thompson. Anyhow, we are now primarily confronted with a problem of Traffic as Traffic; in the most ordinary meaning of the term. Social reformers of the last generation used the term as referring to the Drink Traffic; a little later there was a moral but slightly morbid panic about the White Slave Traffic; and the writers of detective stories that blamethe writers of detective stories, that blameless and industrious race, still frequently make their murders and mysteries turn upon the Drug Traffic. I may say, in passing, that I rather regret this recent habit of criminological romancers. I like a murder to be committed by a murderer, for the serious moral and spiritual reasons which make the murder immediately, though erroneously, satisfactory to his soul and his inner life. I do not like to think that he is a mere proletarian, dealing out poisons in the impersonal manner of a wholesale chemist. I dislike official organisation even in real life; and it is dreadful to think of it invading romantic and imaginative life. It is profoundly disappointing to suspect that somebody, let us say a curate or a governess, is torn with seven devils of hate or pride or fear or envy; and then discover that this promising demoniac is only a bright and efficient salesman, receiving a commission for delivering the goods—if they can be so described. But this is only a parenthesis, called forth by my permanent passion for the topic of detective stories. I only mentioned the drug traffic in incidental comparison with the driving traffic; and the latter has become a problem quite as big and practically quite as deadly.

I am not going to propound here any practical solution for the traffic problem. I am not a rising politician; and not from my hand, or the waving of my wand, will there ever arise all over London a new forest of fantastic posts, surmounted by pumpkins or pineapples. But there is an inference from these things, which is none the less practical because most practical people will call it theoretical. But, indeed, when matters are in such a muddle as the modern traffic, the only really practical thing is to find the right theory. Or, at any rate, to be able to detect the wrong theory; and to form a general judgment upon how far a particular theory is right or wrong. When these difficulties first appeared, there was always a bustling, business-like person who went about cursing and swearing and saying that all that is wanted is organisation. But in one sense it is easy enough to have organisation, so long as you have obedience; and especially obedience to the police. But the limits of this theoretical truth can be the limits of this theoretical truth can be seen at once if we pass from the case of policemen to the case of soldiers. There must be organisation and obedience in an army. But battles are lost as well as won by concerted movements of disciplined troops. The question still remains in

what order things are organised; or what orders

what order things are organised; or what orders men have to obey. In the traffic problem there are now complications of strategy that would have staggered Hannibal or Napoleon. But we are not yet certain whether they are part of a victory or a defeat. It is easy to organise traffic, by ordering that vehicles making the difficult advance from Piccadilly to Charing Cross had better make a détour round Hampstead Heath and turn up again

somewhere in Cheapside. It is strictly systematic that every wheeled thing which is to pass from the Strand to Fleet Street should cross Waterloo Bridge, visit the charming suburbs of South London, look in on Croydon, and return triumphantly by the Tower Bridge. That is organisation all right; bless its heart and improve its head. But neither in military nor in social strategy is there much advantage in the unity and discipline that means making everybody

besides the problem of traffic.

make the same mistake at the same moment. The comment I would make is more casual and general; but it is not without its importance in other problems

> Just now, for instance, it has a great deal to do with what may be called the problem of Progress. Many have accused people of my way of thinking of being merely hostile to Progress; especially in such scientific forms as petrol traffic. Many, but ill-acquainted with my habits, seem to suppose that I recoil in horror from a motor-car and insist on being wheeled about, like Mr. Pickwick, in a wheel-barrow. But that is not at all the part of Progress that I find problematical. I have no particular objection to people going about in cars; though I may regret the curious evolution of the human form in America, where wheels have completely taken the place where wheels have completely taken the place of legs. What was not adequately realised, by those who merely talked about Progress, is simply this; that Progress is never merely the solving of problems; it is always also the setting of problems. Men of the philosophic phase represented by Mr. H. G. Wells always tended to talk as if we should soon disentangle the knots of past problems merely by more science and experiment. What they did not see is that we are always tying new knots and making new tangles, actually because of science and experiment.
>
> Progress is the mother of Problems. I do not say that Progress is therefore undesirable; or that the problems are therefore insoluble. I only say there will always be numberless new problems to solve. Mr. Wells himself has uttered a magnificently defiant faith that his scientific Utopianism will win through and survive the reaction against it all over Europe; because, as he says, intelligence cannot ultimately be defeated. I might say in passing that I see no purely rationalist proof that intelligence cannot be defeated. And I should rather cannot be defeated. And I should rather like to know who decides that Mussolini and Maurras of the Action Française are unintelligent. But the point at the moment is that men like Mr. Wells did talk as if Progress would be so intelligent as to relieve us of one problem after another; and did not allow enough for the fact that Progress itself might add yet another problem. We may, as a scientific prophet lately said, fly to the stars; though I for one find the earth far more mysterious. if we do fly to the stars, there will be a traffic problem about flying ships, exactly as there is now a traffic problem about

That is perhaps the most lasting lesson of the petrol traffic problem. The problem may disappear. The petrol traffic may disappear. But meanwhile we pass through what is a nightmare of mere nonsense; everybody made to have motor-horns; everybody forbidden to use motor-horns; everybody going round in circles as something straighter than a straight line; all the utter unreason of the mind when fronted with a riddle that seems insoluble. By all means go on progressing, if it amuses you; go on inventing machines for anything or everything. But always remember that you are not only inventing machines; you are inventing riddles.

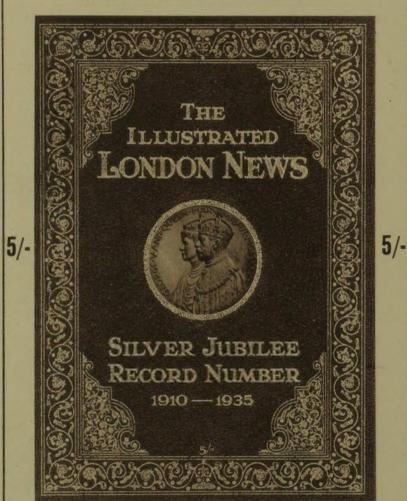
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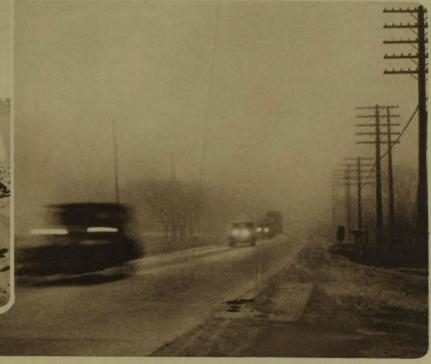
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# A WINDOW ON THE WORLD: ITEMS OF INTEREST FROM ABROAD.



AFTER DROUGHT, DUST: A KANSAS FARMER LOOKING AT HIS TRACTOR, HALF-BURIED IN DUST BROUGHT BY STORMS THAT HAVE SWEPT THE MIDDLE WEST. The drought which caused millions of dollars' worth of damage in the mid-western States of the U.S.A. last year has been followed by dust storms which threaten to be almost as destructive. In the week ending March 23, dust storms in Kansas, Colorado, and Wyoming brought about the death of ten people, and by March 27 had killed nine people more. Besides this, hundreds of head of livestock have perished and immense damage has been



DUST STORMS IN THE MIDDLE WEST: A MIDDAY PHOTOGRAPH OF MOTORISTS DRIVING INTO KANSAS CITY WITH THEIR LAMPS LIT, AMID A PALL OF DUST.



VIENNA FOLLOWS BERLIN'S EXAMPLE BY STAGING AN AIR RAID: FACTORY GIRLS

AT BERNDORF RUNNING FOR COVER WHEN THE SIRENS BLEW THEIR WARNING.

ities in some of the more "highly organised" States of Europe have followed Berlin's example (fully ustrated in our last issue) by staging large-scale air raid exercises, the civil population taking a rominent part. On March 22 the Austrian Government enlisted the co-operation of the Army, the blice, the fire brigades, and the population of Vienna, while aircraft swept to the attack, dropping flour and smoke bombs. Factory girls of a Viennese suburb are seen taking cover.



NAPLES PRACTISES AGAINST AIR RAIDS: A DAYLIGHT REHEARSAL OF MEASURES
TO BE TAKEN TO PROTECT THE POPULATION AND DEFEND THE CITY.

An unusual feature of the air raid practice in Naples on March 24 was that all who failed to take shelter when the alarm was sounded were treated as casualties and rushed on stretchers to hospital. All traffic in the city was stopped. Experiments on the moonlight night following the day-time "raid" concluded with an attempt to hide the Castle of Saint-Elmo from raiding aeroplanes by means of a thick smokescreen.



FIREPROOF SUITS FOR TRANSATLANTIC PASSENGERS: A "NORMANDIE" OF DEMONSTRATING THE NEW EQUIPMENT BY PASSING THROUGH A FIRE.

Fireproof suits are to be part of the equipment in each cabin of the new French liner "Norm Here is seen one of the two officers in charge of the ship's fire brigade demonstrating the figuralities of the suit. The "Normandie" is to be officially put into commission by President at Havre on May 23, and will start her maiden Transatlantic voyage on May 29. Wh "Queen Mary" is also in commission, the two ships will not run in competition.



GERMANY PROTESTS AGAINST THE MEMEL SENTENCES: HERR STEINACHER (LEFT)

Much indignation was caused in Germany by the sentences pronounced at Kovno, Lithuan on German-speaking subjects of Lithuania who were convicted of treason and in four ca of murder. They had been accused of plotting for the return of Memel to Germany. H. Steinacher, chief of the Association of Germans Abroad, is seen addressing a protest meeting of some twenty-five thousand people in Berlin on March 27.



DOMESTIC LIFE AMONG RURAL FOLK IN THE DISPUTED MEMEL TERRITORY:
A TYPICAL BEDROOM IN A PEASANT'S HOME, WITH THE HOUSEWIFE BESIDE
HER FOUR-POSTER BEDSTEAD.



A TYPE OF THE ELDER GENERATION AMONG FISHER-FOLK ON THE COAST AN OLD BALT WOMAN AT WORK ON THE MAKING OF A FISHING-NET.

THE semi-autonomous teritory of Mennel, a district of Lithusais on the Baltic coast separated from East Pressura by the River Mennel, a control became one of Europe's pressing a processing the control to the control of the Control of 126 Nasi Menellanders accused of preparing an arread reverlet, with German ald, to restore Mennel to Germany, four (charged with murdering a colleague whom they regarded as having betrayed them) were condemned to death, while others received long periods of imprisonment. This verdict was communicated to Herr Hittler during his conversation with Sir John Simon. The sewerity of the sentences caused demonstrations in Germany. It may be recalled that Mennel was handed over to the Allided Powers by Germany under the Versalies Treaty, and the conflicting claims of Lithuanias and Poland to the territory were referred to the Conference of Ambassadors. Before a decision was reached, a force of Lithuanian occupied it, and the Conference of Ambassadors. Before a decision was reached, a force of Lithuanian sovereights, subject

LIFE IN A BALTIC REGION NOW A POLITICAL MEMEL AND ITS CAPITAL—TYPES OF THE INHABITANTS,



MEMEL (RENAMED KLAIPEDA BY THE LITHUANIAN AUTHORITIES) AS A BALTIC SEAFORT:
THE MOLE, WITH ITS LICHTHOUSE AND RAILWAY LINES, UNDER A COVERING OF SNOW.



A MEMEL PEASANT GIRL: A TYPE OF THE RURAL POPULATION, CONTAINING A LARGER LITHUANIAN ELEMENT THAN THE CAPITAL.



2 4

THE CENTRE OF MUNICIPAL GOVERNMENT IN THO OF LITHUANIA WHICH RECENTLY CAME INTO THE TOWN HALL AT MEMEL, WITH THE BRIDGE



THE EDUCATION AND LANGUAGE QUESTION IN MEMBEL: A LARGE SCHOOL OF MODERN TYPE FOR LITHUANIANS, SAID TO CONTRAST WITH SMALL OLD-FASHIONED SCHOOL BUILDINGS -ALLOTTED TO GERMANS.

# STORM - CENTRE AND A EUROPEAN PROBLEM: THEIR HOMES, SCHOOLS, COSTUME, AND OCCUPATIONS.



IN THE ICE-COVERED HARBOUR: THE LOCAL STEAMER, "KLAIPEDOS MIESTAS," PLYING BETWEEN MEMEL AND THE NEHRUNG, A STRIP OF LAND JUTTING OUT INTO THE BALTIC.



CAPITAL OF A SEMI-AUTONOMOUS TERRITORY PROMINENCE AS THE RESULT OF A TREASON TRIAL: OVER THE RIVER DANGE IN THE FOREGROUND.



A MEMEL PEASANT BOY: A CHEERFUL-LOOKING
TYPE OF THE YOUNGER GENERATION, NOT YET
AFFECTED BY RACIAL ANIMOSITIES.



A FIRST AT MEMEL FORMERLY SURMOUNTED BY A STATUE THAT REPRESENTED BORUSSIA (AN OBSOLETE MAME FOR FRUSSIA) AND WAS REMOVED BY THE LITHUANIAN AUTHORITIES: A SIGN OF RACIAL CONTROVERSY.



THE COAST NEAR MEMEL AS THE WORLD'S CHIEF AMBER-PRODUCING REGION, YIELDING THAT SUBSTANCE IN A PARTICULAR TYPE OF SAND:

AN AMBER-FISHERMAN AT WORK.

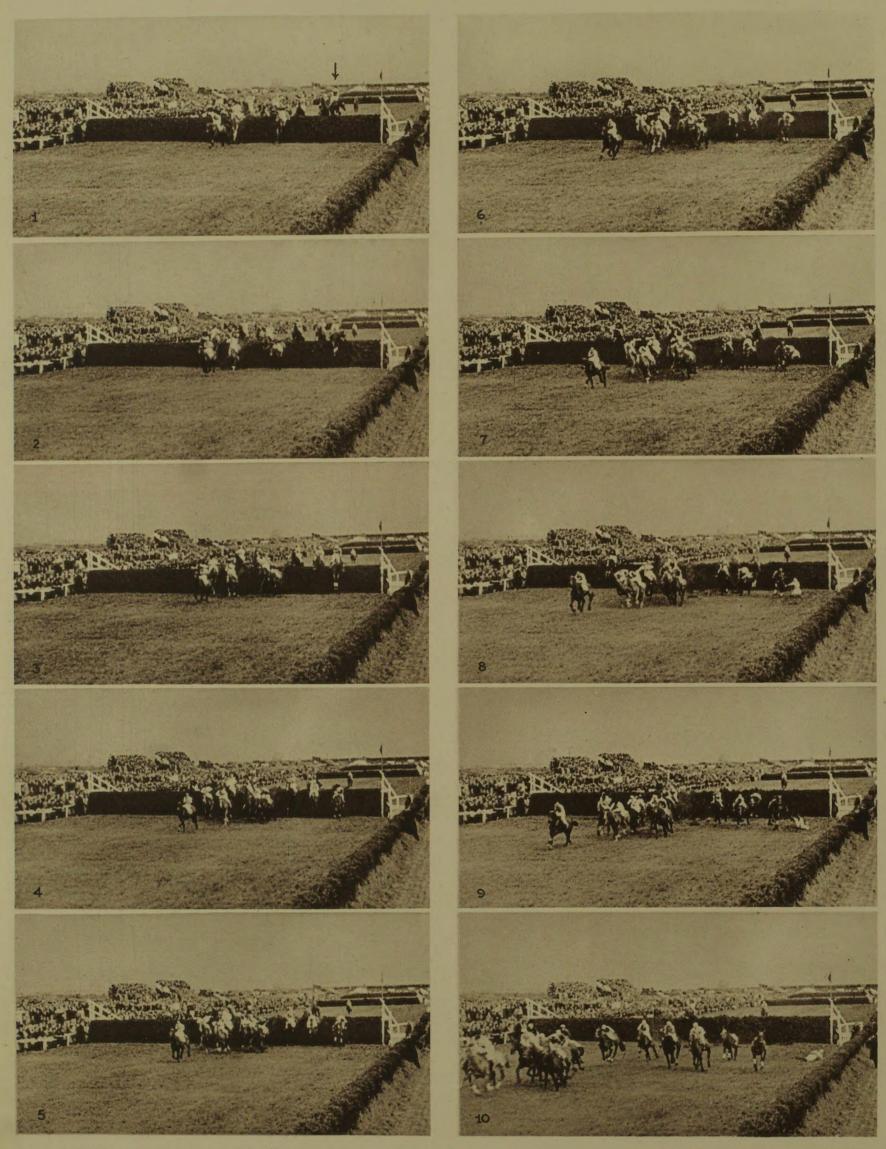


BALTIC FISHERMEN TAKING THEIR EASE AT A VILLAGE INN: TYPES OF THE HARDY COASTAL POPULATION IN THE TERRITORY OF MEMEL, WHICH IS ADJACENT TO EAST PRUSSIA.

Continued)
to a Statute, guaranteed by Great Britain, France, Italy, and Japan, giving it a large measure of autonomy. Sir John Sinon stated on April 1 triats the British, French, and Italian Governments had controlled the representations to the Lithuanian Government and the controlled treatment of the contraction of the Chamber, was incompatible to the puraritied principle of autonomy and should be broughed partly Lithuanian, the population as a whole being of the controlled treatment of the controll

# GOLDEN MILLER'S SENSATIONAL FAILURE IN THE GRAND NATIONAL FILMED.

By Courtesy of Gaumont-British News.



MISS DOROTHY PAGET'S GOLDEN MILLER (RIGHT) PUTS HIMSELF OUT OF THE RACE. (TO BE "READ" AS NUMBERED.)

The sensation of the Grand National run at Aintree on March 29 was the failure of the 2 to 1 favourite, Miss Dorothy Paget's famous Golden Miller, which won the race last year and won the Cheltenham Gold Cup for four years in succession. Accounts as to precisely how Golden Miller put himself out of the race vary. For that reason, we quote the jockey, G. Wilson, as reported in the "Morning Post," noting first that the horse's fault occurred at the fence after

Valentine's the first time round. "Golden Miller now appeared to be going feelingly, and when he came to the open ditch he tried to refuse. This movement sent me on to his withers, and then he hit the fence so hard that, though he did not actually fall, I was sent over his shoulders. He did not give me the impression that he was quite at his best." On the following day Golden Miller ran in the Champion 'chase. He hit the first fence and unseated his jockey, Wilson.

# THE FAMILY GRAND NATIONAL: THE FURLONGS TAKE THE THREE CUPS.





THE GRAND NATIONAL WON BY REYNOLDSTOWN: MAJOR NOEL FURLONG LEADING-IN THE HORSE HE OWNS AND TRAINS; WITH MRS. FURLONG ACCOMPANYING HIM, AND THEIR SON, MR. FRANK FURLONG, UP.—AND THE FINISH.

The 1935 Grand National was very much a family affair. The 22 to 1 winner, the eight-year-old Reynoldstown (My Prince—Fromage), was trained by his owner, Major Noel Furlong, and was ridden by his owner's son, Mr. Frank Furlong, an amateur. Thus, as "The Times" pointed out: "For the first time in the history of the race the three cups went all to one family, for the owner had the principal cup; as trainer, he had another; and his son, as rider, had the third cup." Further, the "Daily Telegraph" noted: "It was probably the most striking family success that has ever been gained in the Grand National. Major Noel Furlong, an Irishman,

who left County Cork some years ago and settled at Skeffington Hall, Billesden, In Leicestershire, trains Reynoldstown and a few other horses there himself, and Mrs. Furlong, an Irishwoman from Cork, takes as keen an interest as her husband in their training. Reynoldstown was ridden by their son, Mr. Frank Furlong, who not long ago passed into the reserve of officers of the 9th Lancers, to which he was posted after he left Sandhurst. . . . The Furlong family did everything for Reynoldstown except breed him. That distinction belongs to Mr. Dick Ball, of County Dublin." It was the horse's first experience of the Liverpool course.

# DAY.

TRAVEL for travel's sake, just to enjoy the world and see the sights, is a pleasant occupation for the favoured few; but even that may pall for want of the right temperament—sympathy, æsthetic perception, and width of interests. Travel with a purpose is another matter, and whether it is enjoyable or not depends on the nature of the purpose. I do not particularly envy the commercial traveller, who must dash from place to place in all weathers seeking orders for face-cream or vacuum cleaners or what not, and gets only tantalising glimpses of romantic cities where he spends his day interviewing managers in shops and offices. Purposive travel, however, may have more inspiring objects, and it is with some of these that I am now concerned. these that I am now concerned.

One of the most absorbing pursuits that can lend motive to a journey, at home or abroad, is field-work in archæology or anthropology. Such was the object of the African expeditions whose memorable results are recorded in "The Stone Age Races of Kenya." By L. S. B. Leakey, Ph.D., F.S.A. With Appendices by T. W. P. Lawrence, Sir G. Elliot-Smith, and Sir F. Colyer, thirty-seven Plates and fifty-two Drawings (Oxford University Press and Humphrey Milford; 38s.). In this finely produced and amply illustrated quarto, the author addresses his learned confeères and the well-informed student rather than the general public, setting forth his discoveries the well-informed student rather than the general public, setting forth his discoveries and his deductions, on racial, anotomical, and chronological questions, in full technical detail. The work will appeal strongly, however, to the numerous scientific readers of this journal, which, by the way, is mentioned as having made early reference to the Oldoway skull and skeleton found in 1913, by Dr. Hans Reck, of Berlin, in what was then German East Africa. then German East Africa.

Explaining his own later researches on this site, and the scope of the present volume (in a preface written—I note with Johnian pride — at St. John's College, Cambridge), Dr. Leakey says: "The investigations in the end dethroned Oldoway man from his proud position of being probably the oldest known Homo sapiens... The Oldoway skeleton not only was truly Homo sapiens, but a very highly evolved specimen... The investigation was but a small part of the work done at Oldoway by the East African Archæological Expedition in 1931-2. A magnificent series of evoluby the East African Archæological Expedition in 1931-2. A magnificent series of evolutionary stages of the great Chelleo-Acheulean culture was obtained." It was while searching for similar deposits, to check his results on the Oldoway question, that Dr. Leakey came to explore the Kanam-Kanjera area, where he made his outstanding finds, as described in the first part of this book.

For his principal discovery—that of Homo kanamensis—Dr. Leakey makes a high claim. "The oldest and most important human document yet discovered in East Africa is the fragment of human mandible which was found on March 29, 1932, during excavations on the Lower Pleistocene deposits exposed at West Kanam, on the southern shores of the Kavirondo Gulf of Victoria Nyanza. The importance of this Kanam mandible lies in the fact that it can be dated geologically. lies in the fact that it can be dated geologically, palæontologically, and archæologically, and that it represents the oldest known human fragment yet found in the African continent. A study of the actual specimen itself still further enhances its importance, for we find that it represents a human stage very close to Homo sapiens. It is not only the oldest known human fragment from Africa, but the most ancient fragment of true Homo yet discovered anywhere in the world." That intelligent fellow, Homo sapiens, is, of course, to be distinguished from his less brainy predecessors.

In his final chapter Dr. Leakey discusses the possible relationship between relics of early man in Kenya and those found in Europe and Asia. More or less contemporary with the Kanam mandible, he thinks, are Pithecanthropus (the Ape Man of Java), Eoanthropus (Piltdown Man), and Sinanthropus (Pekin Man). These and other types, such as the Gibraltar skull (found in 1848), the Neanderthal skull (1856), and the Heidelberg jaw (1907), are briefly considered from an African point of view. Finally Dr. Leakey declares: "Our survey of the human remains so far discovered in Kenya in association with Stone Age cultures has shown us that true Homo has been present in Kenya from the beginning of the Pleistocene onwards, and further that a fully developed Homo sapiens has been present since the early part of the Middle Pleistocene. These discoveries are of the highest importance to Prehistory, and in particular to European Prehistory."

Exploration seems to have become nowadays a recognised, if unofficial, part of University training. For

many enterprising undergraduates, the long vacation reading party has given place to strenuous adventures into the unknown, combining the virtues of practical training and experience with the delights of "roughing it" off the beaten track, while at the same time making it" off the beaten track, while at the same time making useful additions to the data of geography and other sciences. Since the war both Oxford and Cambridge men have accomplished much valuable work of this kind. A new example is entertainingly chronicled and delightfully illustrated in "Young Men in the Arctic." The Oxford University Expedition to Spitzbergen, 1933. By A. R. Glen. With fifty-five Photographs, Map, and Appendices (Faber and Faber: 1851). (Faber and Faber; 15s.).

Summing up results, the author notes among other things: "The whole of Northern New Friesland had been mapped, as well as a good portion of the country lying between it and Klaas Billen Bay. The east coast of Wijde Bay had been surveyed from Mossel Bay in the north to

THE NEW LIGHTING SYSTEM AT THE NATIONAL GALLERY: ONE OF THE FITTINGS INSTALLED TO ALLOW APPRECIATION OF THE PICTURES AFTER DARK.

In the new lighting system installed by the General Electric Company at the National Gallery, narrow masks are fitted into the lanterns in order to reduce the amount of light on the doorways, so that the light of the lamps within the fittings should not shine into the eyes of observers entering the galleries. This is one of many details which contribute to undisturbed appreciation of the pictures after dark. Further illustration and description are given on the opposite page.

the Mittag-Leffler Glacier; that was, in all, a seventy-mile coastal strip. Finally, nearly four hundred square miles of Dickson Land had been mapped by the base party." Mr. Glen emphasises the value of air transport in Arctic travel, and suggests new ways of using it. In 1934, as described in his last chapter, he returned to Spitzbergen to add finishing touches to the previous year's work. This time, instead of a party of eighteen, he had only two companions, the Hon. H. P. Lygon and Mr. Evelyn Waugh, and the arrangements were quite informal. Bookish folk may like to know that they took with them Arnold Bennett's "Old Wiyes' Tale" and Saki's "Short Stories"—a book each, the former being in two volumes.

Another engrossing form of travel, for those who prefer civilisation to the wild, is that undertaken for studying social and political conditions in foreign countries. A writer who has made herself a reputation as a shrewd, impartial observer and an interesting commentator, by her previous books on France, Germany, Italy, and Russia, has now given us another taste of her quality in "Modern Austria": As Seen by an Englishwoman. By Cicely Hamilton. With twenty Pages of Photographs (Dent; 7s. 6d.). Miss Hamilton makes very clear the difference between pre-war and post-war Austria, and

the difficulties of the present Government, faced with the problem of maintaining independence in a buffer State which might at some time find itself, as Belgium did in 1914, in the line of fire between opposing Powers. Another difficulty she points out is caused by the country having a capital too large for its diminished territory. Touching on the question of a possible Hapsburg restoration, she remarks that it would not be considered a domestic matter for Austria alone, but would probably involve other interested nations. Regarding the Nazi movement and its ideal of German unity, the author brings out the Italian point of view. "Fascism," she writes, "may, for a time, have been flattered by the spectacle of National Socialism following in its footsteps—abjuring the works and ways of democracy and producing imitations of its own salute and uniform. But, all the same, Fascism would much prefer that its disciples should keep their distance. The Brown Shirt on the Brenner (so Fascism opines) would not long be content to stay there."

Æsthetic enjoyment of art and architecture associated with the romance of history provides one of the most satisfying motives of modern travel. It is well exemplified in "THE CATHEDRALS OF NORMANDY." By Localize May 2015 in "The Cathedrals of Normandy." By Jocelyn Perkins, M.A., D.C.L., F.S.A., Sacrist of Westminster Abbey. With sixteen Plates (Methuen; 8s. 6d.). Of the six Cathedrals which Mr. Perkins describes—Rouen, Bayeux, Coutances, Lisieux, Evreux, Sées—I have visited the first three, but I do not on that account set myself up as architectural connoisseur or an expert critic do not on that account set myself up as an architectural connoisseur or an expert critic of his book. As to Bayeux, I remember more vividly certain adventures in quest of the historic tapestry, and the clatter of the steam tram through the cobbled streets close to the Cathedral walls. At Coutances, I recollect a slight sense of vertigo in passing along some lofty ledge, unprotected by a parapet, after our ascent of one of the towers. Even these cursory visits and hazy impressions, however, enhance for me the charms of this very attractive and enthusiastic book. Would that I could have taken it with me in my far-off holiday descents upon Normandy!

Travelling of a highly specialised and responsible character, such as does not fall to the lot of ordinary mortals, provides the theme of "The History of the King's Messengers." By V. Wheeler-Holohan, King's Foreign Service Messenger. With sixteen Illustrations (Grayson; 21s.). Here sixteen Illustrations (Grayson; 21s.). Here we have an authentic account of a service about which there has been much popular misconception and a certain amount of mystery. The author gives the facts and dispels the fiction, with a touch of scorn for the mistakes and exaggerations of popular novelists and film scenario writers. At the novelists and film scenario writers. At the same time he shows that, in this matter as in others, fact may sometimes be stranger than fiction and quite as exciting. He has traced the record of the Corps from its rather misty origin to the present time, and gives a spirited account in one chapter of a few great journeys, and in another of Messengers who have died on duty. Other dramatic experiences of various members of the Service occur incidentally, and he observes that the Napoleonic era "must have been the period when a King's Messenger's life was packed with the thrills and dangers so beloved of the novelist."

I imagine that this side of the work might be considerably expanded by research among memoirs and letters. One of the appendices gives a roll of the King's Messengers from 1642 to 1932 containing some 600 names. Although, no doubt, the confidential nature of their work would tend to discourage the publication of reminiscences, yet the fact that certain personal records do exist is indicated by examples quoted in the book. It as a strong element of humour. Sir Philip Gibbs will appreciate, perhaps, an extract from an old newspaper article recalling how, in bygone days, a certain Messenger, "being stopped in Prussia for want of post horses, rode forward upon a cow till he met a Prussian officer, whom he knocked off his charger and took possession of it. He was forbidden again ever to put foot in the country, but was ultimately begged off punishment by diplomatic methods."

The illustrations of the book include portraits of famous Messengers and the shapes assumed, in various reigns, by the Service badge of the silver greyhound. An author less averse from sensationalism might well have adopted for his title that picturesque symbol of a dog which travels fast. Possibly he feared confusion with a more plebeian form of its activities. C. E. B.

# THE NATIONAL GALLERY OPEN AT NIGHT: A BOON TO THE LESS LEISURED.



THE NEW LIGHTING SYSTEM IN USE AT THE NATIONAL GALLERY—ENABLING THE PUBLIC TO SEE THE PICTURES AFTER DARK AND TO EXCELLENT ADVANTAGE: LOOKING FROM THE DOME INTO THE VENETIAN ROOM, WHERE ADDITIONAL LIGHT OF DIFFERENT COLOUR VALUE HAS BEEN INTRODUCED.

The problem of lighting the National Gallery so that its treasures might be made available to the public in the evenings exercised the minds of the authorities for many years. Now, a scheme submitted some time ago by the General Electric Company has been carried into effect by order of the First Commissioner of Works, Mr. Ormsby-Gore, in co-operation with the Trustees and the present Director of the Galleries, Mr. Kenneth Clark. The main feature of the lighting system is that a high-intensity even illumination is cast on to all the picture walls, while the arches of the galleries are left relatively dimly lighted. By

concentrating the light on to the walls and leaving the general lighting to be supplied indirectly by reflection from the wall and picture surfaces, emphasis is given to the pictures themselves. Much attention has also been devoted to the light colour value, and in certain cases, as, for instance, on some of the famous pictures in the large Venetian Room, additional light of different colour value has been introduced to give the best possible effect. The extension of the opening hours to the public began officially on April 1. The Gallery can be visited until 8 p.m. on Mondays, Tuesdays, and Wednesdays.

# A HEALTH CLUB FOR THE FAMILY: DIAGNOSIS AND THE FULLER LIFE AT PECKHAM.



THE GLASS FRONTAGE OF THE NEW PECKHAM HEALTH CENTRE: AN INSTITUTION DESIGNED TO BRING ABUNDANT HEALTH TO MEMBERS, TAKING THE FAMILY AS THE UNIT.







THE SWIMMING-POOL, WHERE GOOD PHYSIQUE AND GENERAL HEALTH WILL BE PROMOTED: A CLEVERLY DESIGNED SECTION OF THE NEW CLUB, WHICH AIMS AT STOPPING DISEASE AT ITS SOURCE, WITH DUE REGARD FOR THE INDIVIDUAL'S ENVIRONMENT.

THERE was opened at Peckham, South-East London, on March 27, a remarkable building which is of interest both for its architecture and for its functions. Designed by Sir Owen Williams, it carries on the work of a Pioneer Health Centre whose success has justified this extension. The Centre is run as a club, with a family as the unit of membership and a weekly subscription of is, a week per family. This subscription entitles each member to a periodic medical examination; for it has been proved that a regular overhaul by the same doctor results in the saving of ninety per cent. of the serious cases among his patients. Diseases are diagnosed, but not treated. Further, each member may use the various sporting and social facilities of the Club, and thus has the opportunity to lead the fuller life which is a pre-requisite of complete health. The institution is in need of more funds for equipment and maintenance.

A GENERAL VIEW OF THE EXTERIOR OF THE PECKHAM CENTRE, WHICH OPENED WITHOUT FORMAL CEREMONY ON MARCH 27: A CLUB WHICH CONTINUES, ON A MUCH LARGER SCALE, THE WORK OF A PREVIOUS PIONEER HEALTH CENTRE.



THE GYMNASIUM: AN INTEGRAL PART OF AN INSTITUTION WHICH INCLUDES A SWIMMING-POOL, BOXING AND DANCING HALLS, A CAFETERIA, A LIBRARY, A CRÈCHE, A SEWING-MACHINE ROOM, GARDEN SPACE FOR GAMES, AN INFANT SOLARIUM, LECTURE-ROOMS, AND READING CUBICLES.



A ROYAL FAMILY REUNION AT VICTORIA STATION: (L. TO R.) THE DUKE OF YORK, THE PRINCE OF WALES (SEEN BOWING TO HIS MOTHER), THE QUEEN, THE DUKE OF GLOUCESTER, AND THE KING.

THE DUKE OF GLOUCESTER (WEARING HIS HUSSAR UNIFORM), FOLLOWED BY THE KING (IN FIELD - MARSHAL'S FULL - DRESS UNIFORM), INSPECTING THE GUARD OF HONOUR OF THE BRIGADE OF GUARDS, AT VICTORIA.



THE DUKE OF GLOUCESTER, SEATED AT THE LORD MAYOR'S RIGHT HAND, LISTENING TO THE CITY'S ADDRESS OF WELCOME: THE CEREMONY IN THE GUILDHALL LIBRARY BEFORE A DISTINGUISHED COMPANY, INCLUDING THE PRIME MINISTER. AND THE PREMIER OF AUSTRALIA (SITTING TOGETHER, RIGHT FOREGROUND), THE ARCHBISHOP OF CANTERBURY (NEXT BUT ONE TO LEFT), AND SIR JOHN SIMON (STANDING, NEAR CENTRE BACKGROUND, NEXT TO MR. J. H. THOMAS).

The Duke of Gloucester landed at Portsmouth from H.M.A.S. "Australia," on his return from his tour, on March 28, and was met there by his brothers, the Prince of Wales and the Duke of York, who travelled with him to London. At Victoria he was greeted by the King and Queen, with other members of the Royal Family, and then drove to Buckingham Palace in a State landau, with an escort of Life Guards, amid enthusiastic crowds. On the 29th he visited the

City, and was received at Guildhall by the Lord Mayor, Sir Stephen Killik. In the Library an Address was read by the Recorder, Sir Holman Gregory. At the subsequent luncheon the Duke's health was proposed by the Prime Minister, who said that "he had rendered an abiding service to the Crown and the Empire by the way he had carried out his mission." March 31 was the Duke's thirty-fifth birthday. On the day of his return he was invested by the King as a G.C.M.G.

# NEW RELICS OF RUMANIAN PREHISTORY ABOUT 2500-1800 B.C.: DESIGNS ON CLAY INCLUDING A "CRETAN DOUBLE-AXE" AND A POTTER'S MARK.



A HOLLOW-FOOTED VASE OF "STECKDOSE" TYPE: A YELLOW-BROWN CLAY VESSEL WITH LINEAR PATTERN EXCISED AND FILLED IN WITH WHITE. (FROM THE LOWER STRATUM.)



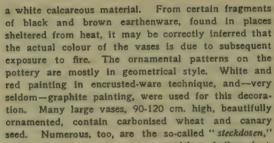
A PAIR OF TWIN VASES CONNECTED TOGETHER, WITH A HANDLE: A VESSEL MADE OF BLACK PASTE PAINTED WITH GRAPHITE.

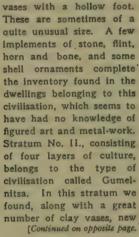


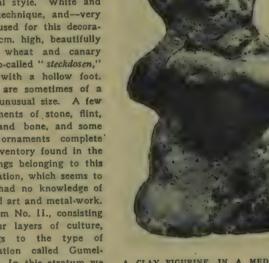
A LARGE LID, IN YELLOW-BROWN CLAY, WITH A HANDLE AND WHITE-FILLED ORNAMENTATION. (FROM THE LOWER STRATUM.)



WITH AN INCISED ORNAMENT RECALLING A CRETAN DOUBLE - AXE A CLAY FIGURINE.



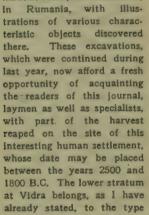




A CLAY FIGURINE, IN A MEDITATIVE ATTITUDE, WITH THE RIGHT HAND SUPPORTING THE CHIN: AN EXAMPLE FROM STRATUM II.



CLAY IDOL. FOUND IN STRATUM II., PERHAPS OF TORDOS ORIGIN: (UPPER) THE FACE; (LOWER) AN INCISED SIGN, OR POTTER'S MARK, ON THE BASE.



made at Vidra, near Bucharest,

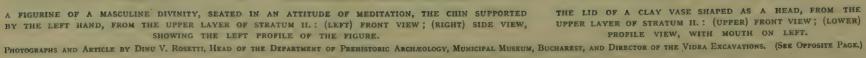
BROWN, WITH MOUTH AND EYES FILLED WITH WHITE AND PAINTED RED: FROM THE UPPER LAYER OF STRATUM II.

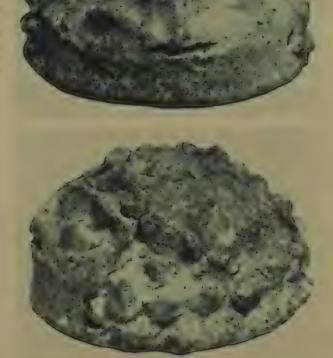
of culture known as Boian A, and consists of the remains of a few dwellings of considerable size. These dwellings were not far below the surface of the ground, and a horizontal section proved them to be rectangular. Much wood had been used in their building-stakes and roughly hewn logs resembling boards of a rectangular shape. The walls, which were very thick, were composed of earth mixed with straw. Under the remains of the dwellings, which had been burned down, we found enormous

quantities of pottery of a red-brown colour, beautifully ornamented in excised technique and grooves filled with [Continued above.

A HEAD OF A CLAY FIGURINE, CHESTNUT-







THE LID OF A CLAY VASE SHAPED AS A HEAD, FROM THE UPPER LAYER OF STRATUM II.: (UPPER) FRONT VIEW; (LOWER) PROFILE VIEW, WITH MOUTH ON LEFT.

## ART IN RUMANIA SOME 4000 YEARS AGO:

FRESH DISCOVERIES AT VIDRA-TOOLS; ORNAMENTS; VASES; FIGURINES.





PART OF THE LEG AND FOOT OF A FIGURINE IN GREYISH-BLACK CLAY, WEARING A SANDAL APPARENTLY OF AN ALMOST CLASSICAL TYPE: A FRAGMENT OF AN ANTHROPOMORPHIC VASE RESEMBLING THAT KNOWN AS "THE GODDESS OF VIDRA" (ILLUSTRATED IN OUR ISSUE OF JUNE 23, 1934)—SIDE AND FRONT VIEWS.

continued.] specimens of figured art, copper, gold, bone, horn, and shell ornaments. The excavations carried out last year, before winter set in, allow us to draw wider conclusions with regard to both these prehistoric cultures—Boian A and Gumelnitsa—which have played an important part in the prehistory of southeastern Europe. These civilisations spread over a great area, which, in the present state of our knowledge derived from researches in the Balkans, might be located between the Rhodope Mountains, the Black Sea, and the southern slope of the Carpathians. Sporadic traces of the Boian A civilisation could also be identified to the north of the Carpathians, in Transylvania. But in that region no Gumelnitsa culture could be traced, a fact which seems to indicate that it belonged to a distinct and populous race. On the other hand, in the Turdas (Tordos) and Ariujd (Erözd) cultures there may be traced slight influences and [Continued below.]



"PART OF A SPLENDID 'FRUIT-STAND' VASE OF YELLOW-BROWN CLAY": THE PEDESTAL, REPRESENTING THE HEAD OF AN OLD MAN WITH CLOSED EYES, WHOSE ARMS HAD FORMED HANDLES SUPPORTING THE VASE ON THE HEAD. (FRONT VIEW.)



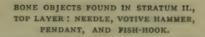
A LANCE-HEAD FASHIONED FROM FLINT: THE POINT OF A PREHISTORIC SPEAR, FOUND IN AN UPPER LAYER OF STRATUM II. DURING THE NEW EXCAVATIONS AT VIDRA IN RUMANIA.





A BOAR'S TOOTH AND A BEAD NECK-LACE: ORNAMENTS FROM A CHILD'S GRAVE. (LOWEST LAYER, STRATUM II.)







A LADLE MADE OF CLAY: AN OBJECT FOUND IN THE UPPER STRATUM OF THE EXCAVATIONS.



A STRAINER MADE OF CLAY: AN OBJECT FOUND IN THE UPPER STRATUM AT VIDRA.



SHOWING THE FINELY FORMED NOSE, WHICH BEARS ON EITHER SIDE TWO LINES IN RELIEF PERHAPS REPRESENTING TATTOO MARKS: A SIDE VIEW OF THE VASE PEDESTAL (SHOWN IN THE ADJOINING ILLUSTRATION, ON LEFT) FROM STRATUM II.

analogies, as well as in the painted pottery group types known as Cucuteni in Moldavia, and Tripolje in the Ukraine and Jugoslavia, cultures which were in some measure contemporary and related to the Gumelnitsa type. We can also trace a relationship, through analogies, to some of the old civilisations which flourished on the border of the Ægean Sea. The Gumelnitsa culture has strong roots in the Boian A culture, from which it borrowed many elements, passing them on in its turn, and thus influencing several other cultures of Central Europe. The material proceeding from the archæological excavations at Vidra belongs to the Municipal Museum in Bucharest, and is exhibited with its other collections.



A FLINT AXE-HEAD FROM AN UPPER LAYER OF STRATUM II. IN THE EXCAVATIONS AT VIDRA: A RELIC OF A PREHISTORIC RACE ONCE WIDELY SPREAD IN SOUTH-EASTERN EUROPE.

#### A SPOONBILL COLONY: BIRDS THAT BRED IN BRITAIN YEARS



A LITTLE AGITATED: WHITE SPOONBILLS NESTING IN HOLLAND—BIRDS AND THEIR CHICKS (ABOUT THREE WEEKS OLD) IN RAISED NESTS MADE OF MUD AND REEDS.

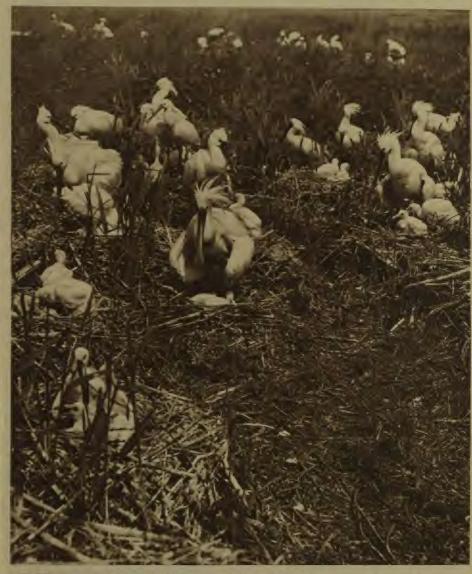


AT EASE: BIRDS AND THEIR NESTS IN A DUTCH SPOONBILL COLONY-BLACK-HEADED GULLS, WHICH NEST AMONG THEM, FLYING OVERHEAD.

The correspondent who sends the photographs reproduced on this and on | nearer home than that, since they were taken in Holland. Only two important the opposite page writes: "Thinking of spoonbills, one imagines endless and impenetrable reed-beds in remote spots in the Balkans or the Iberian penin-

colonies of these rare birds exist in Holland. The one in which the photographs were taken is made up of about a hundred pairs, and the birds nest sula. These photographs, however, prove that the birds may be found much in an open place in a reed bed near the waterside. As the pictures show,

#### AGO, BUT NOW COME HERE ONLY AS CASUAL MIGRANTS.



A BIRD WHICH BRED IN SUFFOLK AND SUSSEX THREE CENTURIES AGO, BUT IS NOW ONLY AN OCCASIONAL VISITOR TO ENGLAND: AN OLD SPOONBILL STANDING GUARD OVER CHICKS IN THE NEST IN HOLLAND.

the nests are touching one another, and the birds have trampled down all the reeds round about, so that a level space has been formed." In Pycraft's "Standard Natural History" it is written: "The White Spoonbill (Platalea leucorodia) at one time used to breed annually in the British Isles; it is

now only a casual spring migrant." Lydekker notes that spoonbills nested in Suffolk and Sussex some three centuries ago. He also observes that the nests are 12 to 18 inches high, are composed of reeds and mud, and taper from base to summit, on which is a slight depression for the eggs.



#### ROUMANIANS. THE OF EMPRESS

0200000

BEING AN APPRECIATION OF

## "THE STORY OF MY LIFE": By MARIE QUEEN OF ROUMANIA.\*

(PUBLISHED BY CASSELL.)

M ARIE QUEEN OF ROUMANIA has a sorrowful story to tell in this Memoirs. It covers the war years. From August 1914 to August 1916 her country remained neutral, a neutrality which caused her deep distress; for, being the granddaughter of Queen Victoria and brought up in England, she had a natural sympathy with the cause of the Allies. King Ferdinand, her husband, was a Hohenzollern, and for a long time inclined to Germany. A woman of strong feelings and temperamentally averse from compromise, she chafed under the necessity of taking a middle course.

"With me nothing was ever calculated," she writes. "On the

contrary, I was quite dangerously rash and took almost deadly risks. I never prepared safe retreats for myself. I was always ready to stand or fall by my convictions. There was nothing of the wily diplo mat about me, but much of the brave soldier. I am, and always was, moved by an irresistible impulse to give, without ever pausing to consider whether my overquick actions were wise or not, or if they would lay me open to unfavour-able criticism or to being misunder-stood. Spontaneous generosity is the key to my being; I am obliged to say this of myself because it best explains my every action and my attitude all through King Ferdinand's reign."

Towards the end of 1915, the author's loyalty to the Allies was severely tested by Count Czernin, Count Czernin, Austro - Hungarian

Minister in Bucar-est. He "used all his batteries. Не He began by declaring that the fate of Roumania lay in my hands. He pleaded, he threatened and flattered, he warned and coerced, he tortured me in every possible way, making me go through hell. He made promises, dangling victory and triumph before my eyes; he played the adviser, the accuser, the tempter...he even made me weep." But Queen Marie resisted all his blandishments. "Nothing can shake me. I share Roumania's great drawn and can shake me. I share Roumania's great dream, and I believe in the dictum that England always wins the last battle. . . . I should die of grief if Roumania went to war against England." Had Queen Elisabeth, widow of King Carol, and

better known as Carmen Sylva, lived, the difficulties of her nephew's position as a neutral would have been intensified. She died early in 1915, "of inflammation of the lungs caught because of her too great liking for fresh air and draughts." Queen Marie gives a vivid and on the whole sympathetic portrait of the Poet Queen, "intense, vibrant, exaltée, exaggerated both in love and resentment, a mighty nature, with a small, curiously childish side; just at the moments she was most absurd, she was often most sublime.

In August 1916 Roumania declared war, and at first her arms were splendidly successful. The wounded soldiers would say to the Queen: "Yes, I am suffering, but never mind as long as you become

Empress of all the Roumanians," and it seemed as though the wish might speedily be fulfilled. But already in October the tide had turned: Roumania had to face the German invasion. A few days later, Queen Marie's beloved little boy, Mircea, contracted typhoid fever, and on All Souls Day he died. The account of his illness is extremely painful. Of all the blows that fortune rained on the Queen during these terrible years it was Mircea's death that of facts. these terrible years, it was Mircea's death that affected her most. "Salut à toi, malheur, quand tu viens seul," she quotes at the beginning of the chapter that records her son's death. Alas! her misfortunes did not come singly. In November she was told

condition of things at the clearing stations was frightful. "Dante never invented a more ghastly hell." The Queen redoubled her exertions among the wounded; she became "in a way the 'Universal Mother,' a symbol of what every man searches for when in pain." In August 1917 she writes: "My grief over the situation is so great that I am like one great wound, I can hardly bear to be touched even by word or look." Soon after this Queen Marie accompanied. the King to the front, or as near as she was allowed to go. The battle of Mărășești was in progress; ambulances and hospitals were being taxed to the

utmost, but the Roumanian troops were putting up a magnificent fight. The Queen was given a house at Cotofanești. "Each morning at about seven," she writes in her diary, "an enemy aeroplane flies over my house and is shot at from somewhere; it is about the first sound I hear on awaking." This was not her only taste of active service.

not her only taste of active service. General Grigorescu took her to a point overlooking the Siret, where "the shells flew over our heads."

Queen Marie returned to Jassy, but not to take a rest. Colonel Anderson, who accompanied her on her rounds, was "dumbfounded at what a single royal woman can do in a day. He kept sighing his dismay a day. He kept sighing his dismay and admiration." An attack of and admiration." An attack of appendicitis forced her to take to her bed. There were other outbreaks of sickness in the royal family: Mignon had jaundice; Nicky, it was feared (groundlessly, as it turned out), typhoid. But the Queen remained dauntless as ever. "Anything," she told Prince Stirbey, "rather than concluding peace with the Germans." In November came a telegram from George saying that



THE AUTHOR OF THE AUTOBIOGRAPHY REVIEWED ON THIS PAGE: QUEEN MARIE OF RUMANIA; WITH HER GRANDSON, THE LITTLE ARCHDUKE STEPHAN.

Queen Marie of Rumania, whose third volume of "The Story of My Life" is reviewed on this page, spends many weeks of the year at the castle of Tenha Juvah at Balcik, and it is said that she intends to choose it as her summer residence. The little Rumanian town of Balcik stands on a bay of the Black Sea protected by high chalk cliffs. The district enjoys a soft Mediterranean climate, with mild winters and a beauty of landscape akin to that of the Riviera. The brilliant southern flowers which the Queen loves grow there in profusion. Her Majesty is to visit England for the Royal Jubilee celebrations, and will be the guest of Lady Dering at The Hamptons, Tonbridge, Kent.

that she must evacuate Buftea, the house Prince Stirbey had set at her disposal near Bucarest, and fly for greater safety to Jassy. This meant abandoning the hospital on which she had d so much love and Her stern but faithful lavished aide - de - camp, Colonel Ballif, made the journey as easy for her as was possible. Throughout war, the Queen was much indebted to the fearless frank-ness, independent judgment, and unfailing consideration of Colonel Ballif, and she is not backward in acknowledging her debt.

That is one of the charms of her book: her delightful readiness to recognise the good qualities of others, even when they are personally or politically unsympathetic to her. She has rightly diagnosed her nature: it is full to running over of generocity, especially in the matter of expressing generosity, especially in the matter of expressing personal judgments.

After the flight to Jassy, the sky grows blacker and blacker. "Disease, disorder, and intrigue" is the heading of one of her chapters, and there is no reason to think it is an overstatement. In March 1917 came the news of the Tsar's abdication; he wrote Queen Marie a touching letter: "Suis encore séparé de ma famille." An outbreak of typhus followed; the



QUEEN MARIE, WHO IS TO VISIT THIS COUNTRY FOR THE JUBILEE: HER MAJESTY IN THE GARDEN OF HER CASTLE AT BALCIK, ON THE COAST OF THE BLACK SEA.

children and I are welcome in England at any time "—
a message which gave her fresh courage, until she
realised how serious a view of her position it implied.
Events soon justified the King of England's
concern. The "betrayal" was at hand. In January
1918 "we received the news that the Bolsheviks have declared war on us, and have taken possession of our treasure and of all my jewels that were at Moscow." The Germans then presented an ultimatum. The Liberal Ministry (Bratianu's) fell, and the King asked General Averescu to form a new Government. The situation was as black as it could be. The new [Continued on page 582.

• "The Story of My Life." By Marie Queen of Roumania. Vol. III. (Cassell and Co; 18s.)

### WINGS OVER EUROPE: DEVELOPMENTS IN CIVIL AND MILITARY FLYING.



AN AIR FORCE WHICH IS BEING RECONSTITUTED AT A COST OF SOME £20,000,000: ITALIAN 'PLANES FLYING PAST SIGNOR MUSSOLINI AT THE CELEBRATION OF THE TWELFTH ANNIVERSARY OF THE "REGIA AERONAUTICA."

In a speech to the Italian Chamber on March 26, General Valle, Under-Secretary for Air, promised experimental squadrons of bombers with a speed of 275 m.p.h. and two-seater fighters with a speed of nearly 300 m.p.h. He stated that in May 1934 Signor Mussolini had ordered the reconstitution of the Air Force at a cost of nearly £20,000,000, to be spread over six financial years. A two-seater fighter capable of a speed of over 300 m.p.h. was mentioned.

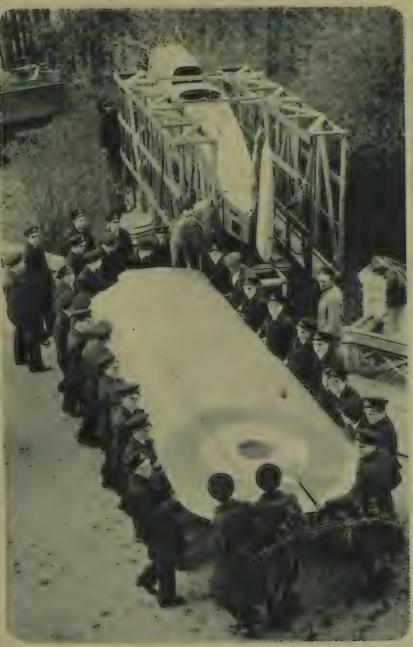


THE CRACK UNIT OF THE NEWLY REVEALED GERMAN AIR FORCE: MEN AND MACHINES THE RICHTHOFEN SQUADRON, RECENTLY INSPECTED BY HERR HITLER



HERR HITLER INSPECTS THE RICHTHOFEN SQUADRON: THE FÜHRER AND GENERAL GÖRING, AIR MINISTER AND LAST WAR-TIME COMMANDER OF THE SQUADRON.

In our issue of March 23 we gave a photograph of the newly constituted German air force, which was seen for the first time on a purely military parade when a detachment marched past Herr Hitler on the Schlossplatz on March 17 with fixed bayonets. On March 28, Herr Hitler paid his first visit of inspection to an air squadron of the newly revealed air force. The officers and men of the squadron, the Richthofen, stationed at Döberitz, were presented to the Führer by General Cöring, the Air Minister, who was the last commander of the war-time Richthofen squadron. Herr Milch, Secretary of State for Air Communications, was also present, and is seen on the right of the group of officers in our photograph. After a display of air exercises, Herr Hitler addressed all ranks of the squadron, thanking them for their good work and recalling the squadron's glorious past.



CIVIL AVIATION TRAINING IN ENGLAND: AIR CADETS OF H.M.S. "WORCESTER"

ASSEMBLING A MACHINE TO BE USED FOR GROUND TRAINING.

Civil Aviation training scheme was recently instituted at the Thames Nautical Training liege (H.M.S. "Worcester"). Under this scheme boys are now accepted and trained for career in Civil Aviation (not, of course, in the R.A.F.). They are graded as Air Cadets, der present arrangements they do no flying while at the "Worcester"; but receive ground truction, and instruction in theory, and subjects such as navigation, meteorology, and eless. They then proceed to one of the established flying schools to finish their training, quently to Hamble or Gravesend. Pupils cannot enter these schools till they are seventeen, any case; and the Civil Aviation scheme enables Air Cadets of the "Worcester" to lay foundations of their education as pilots, and they then need spend a shorter time at their flying schools.



TRAINING IN CIVIL AVIATION FOR CADEIS ON M.M.S. "WORCESTER": LADS WHO WILL RECEIVE A PRELIMINARY GROUNDING IN THE FAMOUS MERCANTILE MARINE TRAINING SHIP; PASSING LATER TO FLYING SCHOOLS.

#### THE 87TH OXFORD AND CAMBRIDGE BOAT RACE: THE RIVAL CREWS IN ACTION; AND INDIVIDUAL PORTRAITS.



OXFORD PRACTISING: (L. TO R.) HOPE (BOW), WINSER (s), TOMLIN (3), BANKES (4), MYNORS (5) COUCHMAN (6), SCIORTINO (7), SUTCLIFFE (STROKE), AND BRYAN (COX),— (INSET) C. G. F. BRYAN (ETON AND WORCESTER).









BOW (OXFORD): R. HOPE (ETON AND NEW COLLEGE).

NO. 2 : D. M. DE R. WINSER (WINCHESTER

NO. 3: E. E. D. TOMLIN (WHITGIFT AND UNIVERSITY COLLEGE).

NO. 4: P. R. S. BANKES (OUNDLE AND CHRIST CHURCH).









NO. 5: D. R. B. MYNORS (ETON AND NEW NO. 6: J. M. COUCHMAN (SHI AND CHRIST CHURCH).

NO. 7: B. J. SCIORTINO (SHREWSBURY AND UNIVERSITY COLLEGE).

STROKE: A. V. SUTCLIFFE (SHREWSBURY AND TRINITY).

The eighty-seventh annual Oxford and Cambridge Boat Race is to be rowed to-day (April 6) over the customary course from Putney to Mortlake. Cambridge, it will be recalled, have had an unbroken series of victories in the last eleven years, but this

year's contest is expected to be a more equal struggle. While Oxford is, individually, the more powerful crew, Cambridge has shown more spirit and cohesion. Fine weather and smooth water would favour the Light Blues, with their polished style,









NO. 2: E. A. SZILAGYI (ST. PAUL'S AND









AND THIRD TRINITY).

NO. 7: J. H. T. WILSON (SHREWSBURY AND PEMBRONE).

STROKE: W. G. R. M. LAURIE (MONKTON COMBE AND SELWYN).



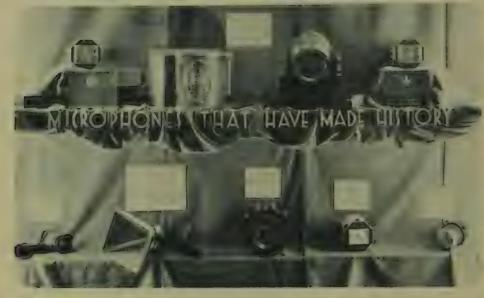
CAMBRIDGE PRACTISING: (L. TO R.) BRISTOW (BOW), SZILAGYI (a), A. D. KINGSFORD (3), POWELL (4), D. G. KINGSFORD (5), LONNON (6), WILSON (7), LAURIE (STROKE),

AND DUCKWORTH (COX).—(INSET) J. N. DUCKWORTH (LINCOLN AND JESUS).

whereas in rough water and blustery conditions Oxford's weight and strength ought or give them an advantage. During their earlier practice, it will be recalled, Oxford how them an advantage. During their earlier practice, it will be recalled, Oxford 40, while one (in 1977) was a dead-heat. Changes in the crews may, of course, broke over a destance care-mainly old ones used in tub work. Not since 1897 has an over at the last most but at the time of our going to press they were as above.

THE R.A.C. MOTOR RALLY AT EASTBOURNE: COMPETITORS MOVING ALONG THE FRONT

The R.A.C. Motor Rally ended at Eastbourne on March 30 with the coachwork competition. A hundred and twenty-eight cars paraded in Devonshire Place to exhibit their qualities of appearance, comfort, condition, and general arrangement, on which the awards were based. The cars were divided into seven price categories, each of these being again subdivided. In the most expensive class (over £1000), first prizes were won by two Bentleys and a Rolls-Royce.



MICROPHONES WITH ROYAL AND HISTORIC ASSOCIATIONS: A COLLECTION NOW BEING SHOWN

enophones with royal and historic associations: a collection now being shown at the ideal home exhibition.

In surface of the discourage of the marconiphone company, consists of the following microphones to row, left to right) H.M. the King's own gold and silver microphone, weighing 15 lb.; a cover for obsolete royal microphone; the original royal microphone, now obsolete, made of gold and silver and shing 45 lb.; and H.M. the Queen's own gold and silver microphone, weighing 15 lb. In the lower are (left to right); the hand type carbon microphone, used by the B.B.C. in its early days; the dype carbon microphone, with home-made cigar-box horn, used by Dame Nellie Melba in 1920; early B.B.C., microphone of magnetophone type; the Marconi Reisz microphone now used by the B.B.C.; and the very latest type of moving coil microphone about to be used by the B.B.C.



POLAND CHANGES HER CONSTITUTION: A LARGE CROWD GATHERED ROUND THE PARLIAMENT BUILDINGS IN WARSAW WHILE THE SEYM DELIBERATES.

By a large majority the Seym at midnight on March 23, after a debate lasting twelve hours, accepted the amendments to the Constitutional Reform Bill introduced by the Polish Senate. The new Constitution, among other changes, substitutes an ordinary electoral system for the proportional representation now obtaining. A few days later Colonel Slawek replaced Professor Kozlowski as Prime Minister, but there were no other changes in the Cabinet.

# THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



MRS. JOHN BUCHAN: THE WIFE OF THE DISTINGUISHED NOVELIST AND HISTORIAN WHO IS TO BECOME GOVERNOR-GENERAL OF CANADA.



MR. JOHN BUCHAN, M.P.; THE SCOTTISH WRITER WHO HAS BEEN APPOINTED TO SUCCEED LORD BESSBOROUGH AS GOVERNOR-GENERAL OF CANADA.

It was recently announced that Mr. John Buchan would become Governor-General of Canada in succession to Lord Bessborough, who assumed office in 1931. Mr. Buchan is fifty-nine years old. He has been Conservative Member for the Scottish Universities since 1927. In 1933, and again in 1934, he was Lord High Commissioner to the Church of Scotland. He married Miss Grosvenor in 1907, and has three sons and one daughter.



## H.R.H. THE DUCHESS OF KENT,

WHO WILL BE IN ENGLAND SOON, ON HER RETURN FROM HER HONEYMOON, AND WILL BE IN RESIDENCE AT HOLYROODHOUSE WHILE THE DUKE OF KENT IS ACTING AS LORD HIGH COMMISSIONER.

As we write, it is expected that their Royal Highnesses the Duke and Duchess of Kent will be back in England, after their honeymoon, on April 14. Thereafter, of course, they will take a prominent place in public life. The Duke has been appointed Lord High Commissioner to the General Assembly of the Church of Scotland. The General Assembly takes place on May 21, and the Duke and Duchess will be in residence at Holyroodhouse for ten days. Before that, it is understood, they will attend, among other functions, the Silver Jubilee Empire Ball. This is being held on May 8. This is only the second time that a Royal Prince has been appointed Lord High Commissioner. The Duke of York held the office in 1929. The Duke of Kent recently received his first military honour, when he was appointed Colonel-in-Chief of the Queen's Own Royal West Kent Regiment. The beautiful de László study of Princess Marina is reproduced here by arrangement with "Apollo."

# Great Public Schools of England: No. 9-Lancing College, Chief of the Scholastic Foundations of Nathaniel Woodard.



#### LANCING COLLEGE; AN AIR VIEW OF THE FAMOUS SCHOOL IN SUSSEX,

This fine air photograph continues our series of Great Public Schools, in which we have already This fine air photograph continues our series of Great Public Schools, in which we have already illustrated by water-colour drawings: Eton, Winchester, Rugby, Harrow, Wellington, Sherborne, Stowe, and Uppingham the last in our issue of February 16. Lancing College is of interest and only for the beauty of its buildings and position, but as the centre of the largest of the educational foundations which grew out of the religious revival of a hundred years ago known as the Oxford Mowement. Founded in 18,48 by the last Nathaniel Woodard (Canon of Manchester) for the sons of "clergymen, noblemen and other gentlemen," it is the principal school and centre of the Corporation of SS. Mary and Nicolas, which controls eight public schools for boys and eight schools for girls in different parts of England and Wales. Among the Fellows

#### KEY TO PLAN (continued).

are the Lord Chancellor, who is an old Lancing boy, Lord Irwin, and other well-known public figures. The magnificent chapel, erected slowly during the last sixty years, and not yet completed, is the cathedral of these schools. It is the third highest ecclesiatical building in the country—after Westminster Abbey and York Minster. The bell tower, two castern turrets, and ante-chapel have yet to be built. The school consists of six houses in College and our "out-house" (the old manor house of Lancing) three-quarters of a mile away, but standing the College grounds. An insusal feature is the annual feature of the late H. G. Walkins, the Arctic explorer, and hope the late H. G. Walkins, the Arctic explorer, and hope the late of the Public Schools Exploration Society's annual expedition.



## **PERSONALITIES** OF THE WEEK:



MR TIELMAN ROOS, K.C. A "stormy petrel" of South African politics, "Transvaal" in outlook and a staunch opponent of native aspirations to political equality, Minister of Justice, 1924, and Acting Prime Minister, 1926. Died March 28; aged fifty-five.





M. PAUL VAN ZEELAND.
Prime Minister of Belgium since
March 23. Having formed a Coalition
Government, announced, on March 29,
the devaluation of the belga by
30 to 25 per cent., with an exchange
equalisation fund.





PEOPLE IN THE

PUBLIC EYE.

MR. H. L. BROOK.
Set up a new record of 7
19 hours, 50 minutes for flight from Australia to Ereaching Lympne on Man Flew the Miles Falcon monop which he had competed Melbourne Air Race.



A FORMER MINISTER OF LABOUR:
THE LATE SIR A. STEEL-MAITLAND.
Sir Arthur Steel-Maitland, M.P. for the
Tamworth Division of Warwickshire,
died suddenly, while playing golf at Rye,
on March 31. In the course of his
political career, which included the
Ministry of Labour in Mr. Baldwin's
Government of 1924 to 1929, he rendered
notable social service, working unceasingly
for the reduction of unemployment.



THE NEW BISHOP OF TRURO:

ARCHDEACON HUNKIN.

It was announced on April 1 that the King had approved the appointment of the Venerable J. W. Hunkin, O.B.E., M.C., D.D., Archdeacon of Coventry, Rector of Rugby and Chaplain to his Majesty, to the Bishopric of Truro, vacant by the resignation of the Rt. Rev. W. H. Frere. Dr. Hunkin, 47 years old, is now our youngest Bishop.



WR. ANTHONY EDEN IN MOSCOW: THE FIRST BRITISH MINISTER TO MAKE AN OFFICIAL VISIT TO RUSSIA SINCE THE REVOLUTION OF 1918. Mr. Eden, visiting Russia after the conclusion of the conversations in Berlin, arrived in Moscow on March 28, and on the following day, as noted on our front page, was received by M. Stalin. He continued his round of visits to European capitals, leaving Moscow for Warsaw on March 31. There Mr. Eden, in conversations with Marshal Pilsudski and Colonel Beck, learnt of Poland's attitude to the proposed Eastern Security Pact.

A visit to Prague was to follow, and conversations with the Czechoslovakian leaders.



THE CHINESE EASTERN RAILWAY SOLD BY RUSSIA TO MANCHUKUO: RUSSIAN, MANCHUKUAN, AND JAPANESE REPRESENTATIVES INITIALLING THE AGREEMENT. A fruitful source of international tension in the Far East was removed, on March II, by the initialling of the deed of sale of the Chinese Eastern Railway. Russia sold it to Manchukuo for £14,000,000. The three representatives shown signing in Tokyo are (left to right) M. Konstantin Yurenev, Soviet Ambassador to Japan; Mr. Koki Hirota, Japanese Foreign Minister; and General Ting Shih-yuan, Manchukuo's Minister to Japan.



IE NEW RECORDER OF PRESTON; MR. F. H. D. HODGSON (RIGHT), WITH THE TOWN CLERK (LEFT) AND THE MAYOR, MR. R. C. HANDLEY (CENTRE). A mistake was made by the Home Office (for which it afterwards apologised) on March 27, when the appointment was announced of Mr. Hubert Hull, a London barrister, to be Recorder of Preston. In point of fact, Preston has the rare privilege, under a Charter of King Charles II., of appointing its own Recorder, and had already done so. Mr. Hodgson's appointment had been approved and confirmed by the King on March 10.



SIR E. A. SHARPEY-SCHAFER.
Emeritus Professor of Physiology in
Edinburgh University. Died March 29;
aged eighty-four. Formerly President
of the British Association. Famous
for his researches in histology and
for his discovery of the importance
of "hormones" for health.



CAPT. REGINALD BERKELEY, M.C.
The actor and dramatist. Died in
Hollywood, March 30; aged forty-five.
A former Liberal M.P. Author of
"Dawn," a Nurse Cavell film;
"Machines," a sociological play,
"French Leave," and the film
version of "Cavalcade."



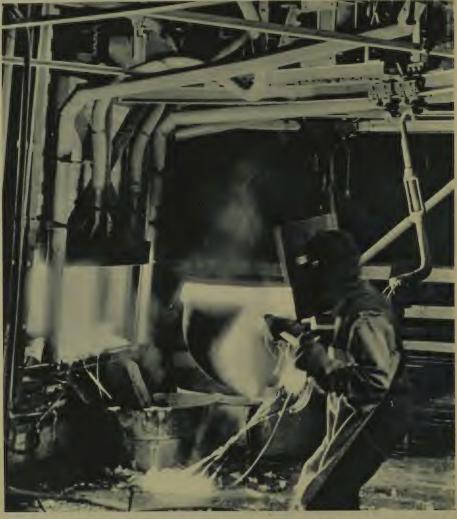
LORD BRIDGEMAN.
Appointed Chairman of the B.B.C. in succession to the late Mr. J. H. Whitley. Has been a Governor of the B.B.C. since 1933; his seat on the Board now being taken by Mr. H. A. L. Fisher. Warden of New College, Oxford.



MISS LILIAN BARKER.
Appointed Assistant Commissioner of Prisons—the first woman to occupy such a peat. Was formerly Governor of Aylesbury Borstal Institution; her place there being taken by Miss M. Mellanby, Senior Housemistress at Roedean School.



MR. ROBERT BIRLEY.
Appointed, at the age of thirty-four, to the Headmastership of Charterhouse, rendered vacant by the resignation of Mr. Frank Fletcher. At present is an Assistant Master at Eton. Will take up his new duties in September.



PROTECTED FROM THE TERRIPIC REAT BY A FACE-SHIELD AND ASBESTOS APRON: THE CHIEF LADLER TRIMMING OFF OVERFLOW FROM AN IRON LADLE FULL OF MOLTEN CLASS ABOUT TO BE TRANSFERRED (BY OVERHEAD TROLLEY) FROM THE MELTING TANK TO THE POURING FURNACE.

We have previously illustrated various stages in the manufacture of a 20-ton glass disc, 200 inches in diameter, for a new glant reflecting telescope for the California Institute of Technology, which will vastly extend the astronomer's field of vision. The present photographs, just received from New York, where the great task proceeds at the Corning Glass Works, show still more dramatically the management of whitehot masses of molten glass in terrific temperatures. Two of these giant discs, the largest pieces of solid glass ever cast, have been made. The first (shown in our issue of November 3, 1934) was "poured" the previous March. Owing to certain flaws, it was regarded as a trial piece, and a second casting from the same mould was arranged, the intention being that, in case of mishap thereto, the first would be inserted in the telescope. The second "pouring" (as here illustrated) took place on December 2, 1934. In connection with a photograph of a 120-inch testing mirror published in our issue of February 23 last, an explanatory note stated: "This mirror

is to be used in tests when final touches are put to the glant 200-linch reflector on Palomar Mountain. The 200-linch glass, now cooling at Corning, New York, will probably arrive in about a year." An official memorandum on the first "pouring" stated: "The 200-linch diss will be twice as large as the largest now in operation at Mt. Wilson Observatory... For nearly a week, the great white beshive pouring furnace, likened to an Exhmin's iglo, has been bright with the white-hot glow of its blast torches. Under the beshive glowing like a red, volcanic lake, the 17-ft. disc passed through . . . the climax of a process which brought its surface to a temperature of about 2400 degrees Fahrenheit." Three laddes, moving on overhead trolley tracks, conveyed motten glass from three ports in the melting-tank to three charging doors in the beehive furnace. About 100 ladies-full completed the "pouring." The upper right-hand photograph shows the white-hot glare within the beehive furnace glowing through vents in the roof.

#### POURING WHITE HOT MOLTEN GLASS FOR A TWENTY TON TELESCOPE DISC: THE WORLD'S LARGEST ASTRONOMIC "EYE."





STAGES IN THE "POURING" OF A 200-INCH-DIAMETER GLASS DISC FOR A NEW GIANT REFLECTING TELESCOPE, AT THE CORNING GLASS WORKS, NEW YORK: (UPPER) A LADLE-FULL OF MOLTEN GLASS BEING EMPTIED INTO A CERAMIC MOULD WITHIN A "BEEHIVE" POURING FURNACE (TEMPERATURE ABOUT 2400 DEGREES FAHRENHEIT); (LOWER) WATER-COOLING A LADLE, TO PREVENT SCALING, BEFORE USING IT AGAIN FOR THE CONVEYANCE OF MOLTEN GLASS.



# The World of the Kinema.

By MICHAEL ORME.



THE BRITISH SCHOOL IN HOLLYWOOD;
AND "CLIVE OF INDIA."

I OLLYWOOD is rapidly Anglicising its output to such a degree that it is no longer surprising to find chapters of English history, slices of London life, or chronicles of British enterprise emerging from its studios with scarcely a jarring note, either in setting or in accent. Those timbered Tudor mansions that represented to the American mind the ideal home for the idle rich in the heart of London have practically disappeared, and, along with them, the Transatlantic notion of our social amenities, modes and manners has been energetically revised. To use a colloquialism, America has "got the hang of us." Apart from the occasional vocal incursion of the U.S.A., or a stray idiom or two, careful international casting and expert advice have, between them, succeeded in establishing a British School in California. One is constantly reminded—and, indeed, with truth—that the barriers of speech and the consequent narrowing down of the world-markets have gradually brought about this state of affairs. But visitors from abroad appear to be pretty well up to date, at any rate as regards the major productions from our own and from American studios, which, with "dubbed" dialogue or superimposed captions, still continue in a steady, if somewhat less serried, procession round the globe.

Therefore, it seems to me, the obstacle of language

steady, if somewhat less serried, procession round the globe.

Therefore, it seems to me, the obstacle of language is not the only reason for the definite policy at present being pursued by the American film industry. I do not hesitate to seek its roots in the enormous advance of our own industry, which, placing as it does a formidable competitor in the field, has put Hollywood on its mettle. Horizons have been widened in every direction; doors have been thrown open to a lively interchange of players and directors; screen material has taken on new values; and, above all, the historical film, so full of spectacular and dramatic material, has pointed the way to larger vistas, urging the art of the kinema to fresh attack and to a keener appreciation of its national importance. The screen is growing in dignity. Its appeal has reached the ears of distinguished writers and great producers, as well as of great actors.

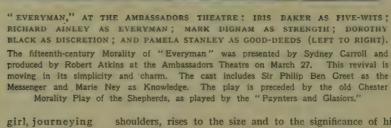
Shakespear eached to its medium can now be contemplated without consternation; nor need we tremble for the fate of the immortals, in history or in fiction, even when they

immortals, in history or in fiction, even when they belong to the heritage of England and have passed through Hollywood on their journey to the screen. Lapses from grace there are bound to be; ambition will occasionally o'erleap itself in creating itself in creating an atmosphere so desperately Engan atmosphere so desperately Eng-lish that it defeats its own ends. But after such achieve-ments as "Caval-cade," "Bengal Lancer," "David Copperfield," and Copperfield," and now "Clive of India," it behoves us to pay a tribute to American perspicacity and powers of assimi-lation in return for the tribute paid—
no matter for
what reason—to
the British nation.
There may be

There may be DEATH AND THE ANGEL: RUSS some slight cause IN THE FIFTEENTH-CENTURY for envy when a powerful and phenomenally successful play such as Messrs. Lipscomb's and R. J. Minney's "Clive of India" is allowed to escape from our studios. There may be, I say; for I myself am well content to welcome without reservations an adaptation so nobly planned, so meticulous in its regard for the spirit of the original drama, as is this Darryl Zanuck production, now showing at the Tivoli. Mr. Zanuck's quick action in acquiring this play, with all its possibilities for spectacular expansion, has at last provided Mr. Ronald Colman with a part that stretches his powers to the full. That alone is a matter for congratulation. Mr. Colman gives a memorable performance; the best, perhaps, of his DEATH AND THE ANGEL: RUSSELL THORNDIKE AND TILLY LOSCH IN THE FIFTEENTH-CENTURY MORALITY PLAY, "EVERYMAN."

whole career. As the young clerk in the East India Company who was destined to become Lord Clive of Plassey, he stands out clearly, dramatically, romantically—was there ever a more romantic hero of fiction or of fact than Robert Clive?—against a shifting, colourful background of India and England. Earning the glorious salary of five pounds a year, his impatience with the red-tape methods of his superiors exposes him to constant censure. Even at this superiors exposes him to constant censure. Even at that early stage, his vision of an India no longer merely a field for commercial enterprise, but part of the British Empire, strengthens a defiance strong enough to turn a rebellious clerk into the Man of the Hour. The English the footage. Yet these excerpts from his private life are smoothly inserted into the public life of Clive the Empirebuilder. His character is consistently drawn. Arrogant, impatient of control, and intolerant of half-measures, his quick wits and swift decisions single him out as a leader of men, even when he is chafing at his desk in a subordinate position. Mr. Colman has always been able to suggest an iron will beneath a mask of nonchalance and easy humour. Ruthless at times, ready to put up a bluff, or even to commit a forgery to gain his ends, his steadfast vision transforms all his actions into greatness. The actor, with the heavy burden of a drama expanded to unusual length on his





out to India to link her fate with that of a penniless young man, finds instead a stormy lover with his foot on the ladder to fame. There and then the conflict between her homebetween her home-loving, gentle spirit and her husband's urgent response to his country's call is born, and thence-forward grows steadily.

steadily.

The story of a happy marriage, often interrupted, of self-sacrifice,

of self-sacrifice, separation, and reunion, is balanced by Clive's activities in India, his political career in England, and the campaign of slander that culminates in arraignment and a fine bit of oratory in the House of Commons. The director, Mr. Richard Boleslavski, has not underestimated the entertainment value of a love-story set against a historical background, nor has he overlooked his pictorial opportunities. But if the historian will find episodes omitted and others cast in a kinematic mould, he will not discover a belittling of the theme for the sake of romantic glamour. Clive the lover plays an important part in the picture. His swift wooing, his fundamental fidelity, his recurring struggle between devotion to wife and family and the larger issues at stake, occupy at least one half of

shoulders, rises to the size and to the significance of his part. His Clive is emotionally sincere, clear-cut, and dominating. He brings to the screen a national hero fashioned to the likeness that dwells in the national

mind.

On the spectacular side, the director keeps a firm hand on the reins. His settings in India and his quiet English interiors are convincing and spacious. The scene in Parliament is solidly staged, though I doubt whether the anxious Lady Clive could have overheard the momentous debate from any coign of vantage in the street! However, this little bit of poetic licence can be dismissed along with certain modifications of the stage-play which have been introduced mistakenly, as I think, but apparently with the blessing of the authors, who are themselves responsible for an otherwise excellent adaptation. Discreet use of Oriental pageantry, a realistic impression of the Black Hole of Calcutta, the negotiating of a river in flood beneath a tropical downpour, and a terrific mix-up of men, horses, and elephants at the Battle of Plassey, are vivid splashes on the director's vast canvas. I must confess that I have seen better battles on the screen than that of Plassey, in spite of its hurtling but rather futile spears and the nasty "noises off" when they presumably hit their mark. But the menacing advance of armour-plated elephants, smashing all before them in the manner of the modern Tank, introduces a real thrill. They saved the day at Plassey according to the screen historian, and they certainly save Mr. Boleslavski's mimic warfare from being a featureless scramble, punctuated with screaming close-ups.

Amongst the long list of Mr. Colman's supporters, no discord, either in bearing or in voice, disturbs the British atmosphere so scrupulously maintained. It remains for Miss Loretta Young, as Lady Clive, to remind us that this picture hails from Hollywood. But she brings to her task a beautiful simplicity and a sensitive understanding of the character that carry her study in wifely devotion beyond the reproach of an alien accent. Her scenes with Mr. Colman, and the sturdy friendship of Edmund Maskelyne, admirably played by Mr. Francis Lister, provide the personal touch in a rousing chronicle of a life dedicated to On the spectacular side, the director keeps a firm hand

# A CAUSEWAY TO THE SECOND PYRAMID: "SECRETS OF THE SPHINX."

RECENT excava-tions under Professor Selim Hassan, undertaken on behalf of the Egyptian University, have revealed the nature and extent of a causeway, whose existence had long been suspected, stretching for nearly half a mile from the Second, or Kheph-ren's, Pyramid at Gizeh to Khephren's valley temple (the so-called Temple of the Sphinx). The work of clearing the causeway was ex-tremely arduous, since it was covered with débris, sand, and stones to a depth that varied between one and fifteen yards. Once cleared, the causeway proved to be divided into three separate parts, with a total breadth of some 25 yards. The middle part was originally a covered road specially de-voted to the passage of the Pharaoh's statue on days of ceremony. The other two ways were for visitors and sight-seers, the priests alone being allowed



THE CAUSEWAY OF KING KHEPHREN, FROM HIS MORTUARY SHRINE AT THE PYRAMID TO HIS VALLEY TEMPLE (THE SO-CALLED TEMPLE OF THE SPHINX): A THREEFOLD WAY, FINELY PAVED WITH LIMESTONE; SEEN FROM THE VALLEY TEMPLE.



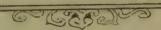
THE NEWLY EXCAVATED ROYAL CAUSEWAY EXTENDING FROM KHEPHREN'S PYRAMID AT GIZEH TO HIS TEMPLE BESIDE THE SPHINX: A VIEW FROM THE PYRAMID; SHOWING THE SPHINX (LEFT CENTRE) IN THE BACKGROUND.

to pass up the central causeway and to enter the temple at either end. The covered way is about 650 yards in total length, and for the whole distance is finely paved with limestone. Its dis-covery confirms the belief that the Sphinx dates from Khephren's reign, which began in 2766 B.C. Khephren reigned for eighteen years, but did not live to see the completion of his pyramid. Other recent dis-coveries on the site of the royal causeway include a tunnel, about 380 yards from the valley temple, connecting the necropolis of Khufu, builder of the Great Pyramid, to the north with that of Khephren to the south. Near its en-trance were found shafts leading to several small burial chambers which contained sarcophagi.
Two of these sarcophagi are of huge size and are made of basalt stone. Further excavations

here are necessary to complete the work.



#### SCIENCE. WORLD THE





# THE SUN-FISHES: ARE THEY DEEP DIVERS?

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

I AM just now pondering over current interpretations of the mysteries of evolution, and I find myself more than ever sure that they are mere guesses at truth, inspired by Weissmann's "germ-plasm." According to his theory, the bodies of animals and of plants are formed of two distinct "substances"—the germ-plasm and the somatoplasm. The germ-plasm is the hereditary substance which

I. THE ROUGH SUN-FISH (ORTHAGORISCUS MOLA): ONE OF THE MOST REMARKABLE OF THE BACKBONED ANIMALS, SINCE ITS SPINAL CORD IS SHORTER THAN ITS BRAIN!

The spinal cord of this fish has become reduced

The spinal cord of this has become reduced to a length of some 1½ inches, although the fish may attain a length of 8 ft. In appearance, the fish looks as though it had been cut off short behind the great dorsal and anal fins; while the tail forms a fringe stretched between them.

determines the form and qualities of the somato-plasm—that which gives rise to the visible and tangible body. Whatever changes, or "variations," this may display, they are supposed to be predetermined by the germ-plasm, which, being unstable, never makes any two individuals exactly alike. We call such differences as we can perceive "variations"; and it is supposed that "Natural Selection" determines whether such variations shall not merely persist in succeeding generations, but shall become amplified; so that, at last, a "new species" comes into being. This is called the "selection of favourable variations." No increment in size, or intensity of coloration, for example, which the body during its "struggle for existence" may develop from its somato-plasm, can possibly be passed on to the germ-plasm.

Many difficulties in the acceptance of this theory have presented themselves since the germ-plasm theory leaped into fame. And to meet some of these, the epoch-making discovery of the Abbé Mendel has been enthusiastically adopted. Some extremely valuable results have rewarded the work of the "Mendelians." But I venture to say, nevertheless, that the germ-plasm theory, as at present understood, is a will-o'-the-wisp—though this will be counted rank heresy by most of my scientific friends. But there are some who agree with me. And I hope, in the near future, when I shall have presented the results of my own cogitations on this theme, to win the approval of a great many more. But old convictions die hard.

I have many times in the course of the last year or two, expressed my dissatisfaction with current views of evolution. But destructive criticism is not very helpful. Hence, I have been striving to find a way out of our difficulties. And I venture to believe that I have found it. I am, indeed, just now trying to give, not merely a more plausible, but a more reasonable explanation of the course which evolution has taken through the ages—and is still taking place.

Turn where you will, to any group of animals, from

taking place.

Turn where you will, to any group of animals, from Ameba to Man, and you will find, everywhere, simpler, giving rise to more highly specialised types. As my space is limited, I must use the two most remarkable fishes which I have had lately to consider in this connection, as examples of "highly specialised" types. These are the two sun-fishes shown in the adjoining illustrations. They are both, it should be noted, what are known as "pelagic

fishes": that is to say, they live in the open ocean. On rare occasions they have been taken off our shores, drifted by misfortune out of their normal haunts. The rough sun-fish, so called from the nature of the skin, may have a length of as much as 8 ft. and a weight of 1800 lb. It is said to swim very commonly with the dorsal, or backfin, thrust up above the water, and to feed on squids and small fish. But there is good reason to believe that it is an unusually expert diver. For, some years ago, the stomach of a specimen taken in the Bay of Naples was found to contain "leptocephali"—the larval stage of the common eel—never found save at great depths in the sea. The extraordinary shape of the body of this great fish seems much more likely to have been brought about by what I will call "adjustments" to some special swimming activities, than merely to swimming slowly at the surface of the sea. This mode of progression, indeed, emphatically conflicts with the shape of the body. And this is equally

this is equally true of the smooth sun-fish smooth sun-usin (Ranzania trun-catus; Fig. 2). It also is a fish of the open ocean, and on rare occasions has been driven to our shores. It is also large, attaining to a weight of 500 lb. or more. But or more. But here the body is conspicuously longer. Little is known of its habits, but almost certainly, I should say, it is also

most certainly,
I should say,
it is also a
diving-fish.
Properly to
appreciate the
strange transformation which these two fishes they should be compared, in the mind's eye,

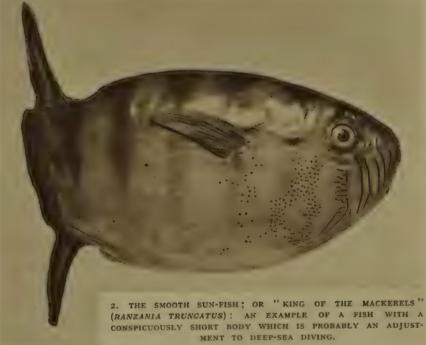
d and anal the mind's eye,
with,say, a trout
or a mackerel.

In these, the body would extend far beyond the great
dorsal fin seen in these sun-fishes, and end in a forked
tail-fin. There would also be a pair of fins—the pelvic
fins—answering to the hind-limbs of land animals. These
have vanished in the sun-fish. The tail-fin, what there is
of it, forms a sort of fringe round the end of the strangely
truncated bodies. One can scarcely attribute this singular

transformation to the action of "Natural Selection," but

transformation to the action of "Natural Selection," but it may very well have come about as an adjustment to the strains and stresses of continuous diving for food.

Of the amazing differences between the adult and larval stages of the rough-skinned sun-fish, I must write on another occasion. For I still have the most remarkable thing of all to say of these fish. And this concerns the spinal cord, which runs along the top of the vertebræ forming the "back-bone." In the whole range of the vertebrates, there is not to be found such another, for it is reduced to a length of no more than 15 mm., that is to say, about 1½ in. It is, indeed, smaller than the creature's brain. In all the other vertebrates, the nerves to supply the various parts of the body are given off in pairs, along the whole length of the body. But in these sun-fish, as I say, it does not extend more than 15 mm. beyond the base of the brain, of which it is a continuation. I have never dissected one of these fish, nor seen a description of the exits and distribution of the nerves. They must form, on each side, a brush-like mass of fibres, running in slender threads to the various organs, which without a nervous



stimulus must cease to function. Here, indeed, is a matter which demands further examination.

I want now to say something of another strange fish, and one of great beauty in the matter of its coloration. This is the opah, or king-fish (Lampris luna), of the North Atlantic, Mediterranean, and distant parts of the Pacific. The specimen shown here was taken a year or two ago off the west coast of Ireland. It may attain to a length of 6 ft. and a weight of 500 or 600 lb.

The point I am concerned with here, however, is its

a weight of 500 or 600 lb. The point I am concerned with here, however, is its shape, which I want to compare with the sunfish. Note that this, too, is a "pelagic" fish. It may also be a diver, though less intensively so than the sun-fishes. If note be taken of the distance between the upright dorsal fin and the tail, some idea will be gained of the drastic reduction which the hinder end of the body has undergone in the opah. From its general shape, it seems to me probable that it can, and does, dive for at least a part of its food. As no two animals ever respond in exactly the same way to precisely similar stimuli, it may even dive as much as the sun-fishes. If we regard living bodies as "self-regulating," we can understand these differences of form. But we can get no satisfaction in trying to ascribe them to "Natural Selection."



3. THE OPAH (LAMPRIS LUNA); ALSO KNOWN AS THE KING-FISH OR MOON-FISH: ONE OF A SPECIES WHICH, THOUGH SOMEWHAT TRUNCATED IN FORM, HAS NOT UNDERGONE THE DRASTIC REDUCTION OF THE HINDER END FOUND IN THE SUN-FISHES ILLUSTRATED ON THIS PAGE. (LENGTH, 4 FT.)

# RUSSIAN YOUTH AND A MILLION PARACHUTE DESCENTS: WORKERS OF BOTH SEXES LEAP FROM TOWERS AND PLANES.



A RUSSIAN WOMAN PARACHUTIST ABOUT TO TAKE THE PLUNGE FROM AN AEROPLANE IN MID-AIR: STEPPING OFF INTO SPACE, WITH THE RIP-CORD RING HELD IN HER RIGHT HAND.



THE LEAP INTO SPACE: THE PARACHUTIST JUST AFTER LEAVING THE AEROPLANE, BUT NOT HAVING YET PULLED THE RIP-CORD, IN CASE OF ANY ENTANGLEMENT WITH THE MACHINE.



THE MOMENT AFTER PULLING THE RIP-CORD (BY MEANS OF THE RING HELD IN THE RIGHT HAND): THE PACK ON THE BACK OPENED OUT AND THE PARACHUTE BEGINNING TO UNFOLD.



A PRELIMINARY TO PARACHUTING FROM AEROPLANES: TWO BEGINNERS MAKING DESCENTS FROM AN INSTRUCTION TOWER



SEEN FROM THE TOP OF THE INSTRUCTION TOWER IN THE MAXIM GORKI PARK OF CULTURE AND REPOSE AT MOSCOW; A PARACHUTE DESCENT.



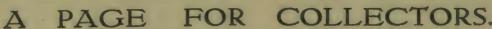
YOUNG RUSSIAN WORKERS, WITH THEIR PARACHUTE EQUIPMENT, PARADED BEFORE ASCENDING IN AEROPLANES: A TYPICAL GROUP, REPRESENTATIVE OF MANY THOUSANDS OF AMATEUR PARACHUTISTS, OF WHOM, IT HAS BEEN STATED, ABOUT FIFTEEN PER CENT. ARE WOMEN.



RECEIVING A SLIGHT PUSH TO OVERCOME HIS HESITATION:
A YOUNG RUSSIAN WORKMAN FITTED WITH A PARACHUTE
ABOUT TO JUMP OFF THE INSTRUCTION TOWER.

In Russia—a country of much enhanced interest to us at the moment, in view of Mr. Eden's visit and the political situation in general—the Soviet authorities encourage air-mindedness among young workers of both sexes. Among many other methods of propaganda, there is a system of training in the use of parachutes. According to a French writer, "Russian youth in 1935 must accomplish a million parachute descents, the ideal being that a Russian should leap from an aeroplane as easily as one alights from a tram. This explains the multiplication of parachute instruction towers. That

at Moscow (here illustrated) is 23 metres (about 75 ft.) in height. Every amateur parachutist has to make two leaps from a tower before descending from an aeroplane. Descents from planes are practised at training schools, the most active of which is at the Tushino aerodrome, near Moscow. The pupils jump from heights of 450 to 600 metres, one after another from the cabin door, at the instructor's command, at intervals of ten seconds. The silken parachutes are often multicoloured, affording a spectacular effect that assists propaganda among watchers on the ground."



COMMEMORATIVE MEDALS OF THE PAST.

#### By FRANK DAVIS.

Jesuit and a monk with spade and pickaxe trying to undermine a church, which is supported by a hand coming down from Heaven. The first of these two examples was no doubt presented to the scholar's friends; the second sold in large numbers, and was presumably a commercial speculation rather like the cheap and shoddy little hadges lof. Baden-

cheap and shoddy little
badges [of BadenPowell, Buller, Roberts,
and their contemporaries, which were so
popular in England
during the Boer War.

It occurs to me
that a man of taste,
with money to spend

with money to spend could use an occasional hundred pounds to excellent advantage by ordering a medal when-ever he had some little personal triumph to celebrate — his silver wedding, his son's majority, the winning of a race. It would be folly to claim that have an excuse for a similar medal this year?—is commemorated by Fig. 1. Peace with Holland in 1654. On the reverse an English and a Dutch ship lie side by side in calm weather, while on the other side Britannia, with a harp on her knee, and Holland with her lion at her feet,



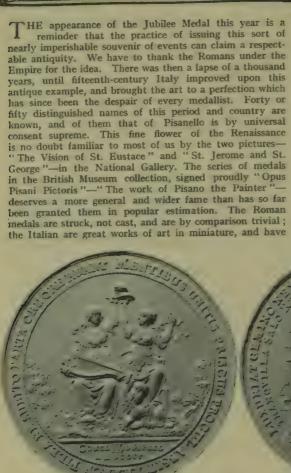


2. A MEDAL COMMEMORATING CHARLES THE SECOND'S EMBARKATION FROM SCHEVENINGEN ON HIS RESTORATION, BY PETER VAN ABEELE; THE OBVERSE SHOWING A PARTICULARLY FINE HEAD OF THE MONARCH.

the present standard is excessively high; it would be still more foolish to assert that a little judicious patronage would not attract plenty of talent: witness the vast improvement in woodengraving during the past twenty years. What is possible in one minor art is no less possible in another, and official encourage

However, it is not

are holding up—a wide-crowned hat! The legend reads: "From their united minds may their former bitterness depart, lest the caps, obtained by their blood, should suddenly fall down." The caps referred to in this otherwise obscure inscription are caps of Liberty. The French Revolution has so accustomed us to think of the cap of Liberty as a Phrygian bonnet that it requires some little effort to put ourselves back in Cromwell's time and recognise the highly respectable headgear of the medal as something which had any definite connection with political theory. The medallist responsible for Fig. 2—Peter van Abeele—seems to me to have been as successful in his portrait of Charles II. as Heinrich Reitz was in his portrait of Charles I. To modern taste, the very charming, simple seascape would be better without the figure of Fame with trumpet and scroll inscribed "To God alone the Glory"; but one must expect each age to follow its own particular conventions—only very great artists make their own. Beneath





I. A MEDAL COMMEMORATING PEACE WITH HOLLAND IN 1654: FIGURES OF ENGLAND AND HOLLAND UPHOLDING A CONTEMPORARY VERSION OF A CAP OF LIBERTY ON THE OBVERSE; ENGLISH AND DUTCH WARSHIPS SIDE BY SIDE ON THE REVERSE.

more in common with sculpture in high relief rather than engraving. The fashion spread to France and Germany, and in due course to this island. We can claim no great name—and, indeed, no one anywhere or at any time has reached the standard of Pisanello—but both ourselves and the Dutch have been responsible for a vast output which has sometimes been marked by a sound sense of form, and which is always of the greatest interest from the historical point of view

of view.

The majority of medals are, naturally, official records, but their designers were not invariably employed by Princes for State occasions. Two examples will suffice. One is a memorial of the great Florentine scholar, Marsilio Ficino, who died in 1499—obverse, his portrait; reverse, the single word "Platone" (he was the translator of the works of Plato). The other is a Dutch medal of 1688, commemorating

my business to express pious hopes; let me go back to the seventeenth century, which, by chance or design, produced a great many medals which are decidedly above the ordinary in quality. Here are four, obverse and reverse (it is a dreadful gaffe in numismatic circles to speak of "back and front": most pursuits have their agreeable my business to express front": most pursuits
have their agreeable



shibboleths, and a passion for a rather ponderous Latinity is

the mark of your genuine' numismatist),

and they illustrate vividly some not un-important episodes in





A NOTABLE ROYALIST MEDAL: A MEMORIAL OF CHARLES I. MADE IN 1649 HEINRICH REITZ THE YOUNGER; WITH THE SEVEN-HEADED MONSTER OF REBELLION TRIUMPHING OVER THE UNHAPPY MONARCH ON THE REVERSE. Reproductions by Courtesy of Messrs. Spink and Son.

the famous Trial of the Seven Bishops under James II. The Bishops, you will remember, were acquitted, and joybells were rung all over the country. This medal shows the heads of the seven on one side, and on the other a

important episodes in our history.

Fig. 3 is a memorial of Charles I. made in 1649, the year of his execution, by the Saxon Heinrich Reitz the Younger. It is in high relief, cast and chased. Certain details—for example, the neck of the Queen—are rather heavy and clumsy, but the portraiture on the whole is extremely good, while the allegory seven - headed monster

on the reverse is vigorous. A seven-headed monster rises up above the dead King, while around are the words: "Alas! what madness this is of the rabble!" A treaty of peace under the Commonwealth—shall we

MEDAL COMMEMORATING THE BIRTH OF THE YOUNG PRETENDER (1688): JAMES II. ON THE OBVERSE AND MARY OF MODENA ON THE REVERSE.

is written, in Dutch: "His Majesty departed from Holland by Scheveningen to his own kingdom, 2 June, 1660." (Holland, by the way, already used the New-Style Calendar.) Around is the inscription: "In my name shall his horn be exalted," with the reference, "Psal. 89." The King sailed on the Naseby, whose name was changed to the Royal Charles. For a description of the scene see the relevant entry in Pepys' Diary.

Fig. 4 is less obviously exciting, but I suggest deserves a place among the other three by reason of its quality. It was issued in 1688 to commemorate the birth of the Young Pretender, and was adapted from an earlier medal of 1680, James's ducal titles being changed to kingly, and Mary's to those of Queen. The rather lugubrious, bigoted features of James are formalised into a classic gravity; when you next pass through the Admiralty Arch, it will be worth your while to turn left and compare this medal with the highly competent statue of the King which stands behind the Admiralty. Both are examples of that rather odd, but by no means undignified fashion of showing great personages as Roman generals, for which we have largely to thank Louis XIV. It is a convention which does not impress us very much to-day, but it had its points, and compares favourably with eighteenth-century togas and Victorian top-hats and umbrellas. The statue is by general consent a masterpiece of its kind: I'm not sure that the medal, for all its dry harshness, is not in the same category.

# AMERICA AS A HOME OF BRITISH ART TREASURES: A FAMOUS EXAMPLE.

PHOTOGRAPH BY COURTESY OF MESSRS. EDWARDS AND SONS, BERKELEY SQUARE.



A MASTERPIECE OF BRITISH CRAFTSMANSHIP NOW IN THE UNITED STATES: THE STAIRCASE BY GRINLING GIBBONS FROM CASSIOBURY PARK, PRESERVED IN THE METROPOLITAN MUSEUM OF ART, NEW YORK.

The wealth of American galleries in examples of European art was emphasised in an interesting series of articles contributed to "The Times" by Mr. Philip Hendy, who pointed out that a visit to the United States had long been essential for a thorough knowledge of the history of painting. While confining himself to pictures, he mentioned that the Metropolitan Museum of Art in New York, like almost every American museum, shelters all the arts and crafts under one roof. Of late some of America's art treasures have been returning across the Atlantic. Pre-eminent among them, of course, are the seven panels by Sassetta (illustrated in our issue of March 9 last) which have recently been acquired by the National Gallery. We illustrate on this page an outstanding example of British

craftsmanship preserved in the Metropolitan Museum at New York—a magnificent staircase, carved by Grinling Gibbons (1648-1721), and formerly at Cassiobury Park (since demolished), a seat of the Earl of Essex. John Evelyn, the diarist, who called Grinling Gibbons "our Lysippus," recommended him to Charles II., and in 1714 he became master carver in wood to George I. He was also employed by Sir Christopher Wren. His carving is represented in St. Paul's Cathedral and in St. George's Chapel at Windsor, and he did an immense quantity of work at great country houses. He also excelled in statuary: among much else he designed the base of the statue of Charles I. at Charing Cross, and executed a bronze statue of James II. in the dress of a Roman Emperor.

#### THE PLAYHOUSES.

"THE AUNT OF ENGLAND," AT THE SAVOY. M ISS HAIDEE WRIGHT gives a fine perform-Ance as the domineering, crochety, yet kind-hearted Dowager Duchess of Hampshire, but the part, though better than the play as a whole, is not worthy of her talent. The period is 1860, when Prime Ministers and Primates, not to mention her own family, trembled at the frown of the great lady.



A NEW WORK BY EPSTEIN: "ISOBEL."-A BRONZE As we noted a while ago, an exhibition of new works by Jacob Epstein is being held at the Leicester Galleries, and will remain open until April 18. The bronze here illustrated has been purchased by Mr. J. Heritage Peters, of Coventry, who is lending it to the Birmingham Art Gallery when it leaves London.

She was not unnaturally aghast when she found that her favourite granddaughter, Vicky, had had such an ardent love-affair with the village organist that marriage was imperative. Fortunately, a politically minded peer who craved her influence was a guest minded peer who craved her influence was a guest in the house, and a marriage with him was soon arranged. Unhappily, the peer overheard a love-scene between Vicky and her organist, and, having drunk too much at dinner that night, cast so many reflections upon his lady's virtue as to cause a scandal. The young couple decide to elope. There is a much too farcical scene in which the entire house-party congregate in the Hall at midnight for the purpose of discussing the affairs of the night. Finally, the Dowager Duchess, having the conventional soft heart Dowager Duchess, having the conventional soft heart of all such characters, aids the young people in their elopement; her excuse being that she had loved the boy's grandfather in her youth, and does not wish Vicky to miss the happiness denied her. The play is merely a vehicle for Miss Haidee Wright's fine performance. Mr. Harold Warrender as the official fiancé, and Miss Thea Holme and Mr. Barry K. Barnes as the lovers, acquit themselves well.

# "WORSE THINGS HAPPEN AT SEA," AT THE ST. JAMES'S.

A farcical comedy that does not live up to the brilliance of its first act. Mrs. Brett, widow of a famous painter, regrets the lack of interest she displayed in his art during his lifetime. To atone for this she compels her son, who wants to be an engineer, to attend the Slade School, while she takes under her to attend the Slade School, while she takes under her wing a young writer of promise. The author grows conceited by this patronage; develops an urge to express himself in a style that renders his English Greek to most people. His level-headed fiancée, invited for a week-end, sets about restoring his sanity by laughing at his affectations. The young man recovers his balance to some extent, but refuses to the adden a trip to Italy with his patroness. There abandon a trip to Italy with his patroness. There is an amusing scene when he and his hostess, who is writing her reminiscences, rendered furious by criticism, tear up each other's manuscripts. In the end, the young man leaves to work out his own salvation, while his fiancée and Mrs. Brett depart together for Italy. The first act is extremely amusing, for the author's dialogue, if not in the strict sense of the word witty, has a certain crispness that frequently makes it seem so. The second act slows down, while the third is dull. Miss



AND ALBERT MUSEUM'S TREASURE (FROM APRIL 4): AN EARLY CHINESE: JAR.—SUNG DYNASTY (960-1279).

was found in a tomb. It is of stoneware; that is, pott so high a temperature that the "body" becomes partia. It is of the wide-mouthed shape suitable in a vessel intensin solid substances. The decoration, though simple in belongs to the secondary order in ceramic precedence, be the body, still unfired, when it has reached by drying w

Yvonne Arnaud and Mr. Frank Lawton, strangely cast as a middle-aged woman and an offensive young poseur respectively, give performances more attractive than the parts assigned to them.

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#### For the Great Outdoors.

London and Paris are inclined to think of modes for day and evening ceremonial functions, overlooking the fact that fashions for the great outdoors are of paramount importance. Marshall and Snelgrove, Warwick House, Birmingham, never overlook the needs of those who live in the country or in distant lands. They are responsible for the models pictured on this lands. They are responsible for the models pictured off this page. At the top, on the right, is a three-piece suit for 12g guiness. The kneelength coat and skirt are black, with a grey overcheck, the former having an inverted pleat at the back. Grey jeney cloth makes the short-sleeved jumper, finished with red and black buttons and red belt. The swaggir coat at the base of the page, on the right, is 6½ guineas; it will do veoman service, as it is carried out in tweed, showing a crow's foot check in shades of grey and navy and brown and beige. The scheme is completed with a coarse straw plait beret, the crown pierced with a feather quill through the centre front.

#### The Return of the Flannel Suit.

The flannel suit in beige and grey has returned to favour in the mainer suit in long and growing the majority of cases it is out on classic lines. Marshall and Snelgrove's, Birmingham, interpretation of the same may be seen on this page and the price is 84 guineas; the hems are outlined with a darker shade. With it is worn a light-weight Shetland cardigan, with belt and military collar. A silk tweed makes the hat, which is trimmed with an amusing bone stick. In this connection, it must be mentioned that this firm specialis in straw and felt hats for a guinea; they are of a non-committe character, hence they may be worn indefinitely. Illustration of these would be sent on application. The semi-evening gow on the left has been chosen with great care, as it is practical an indispensable occupant of every woman's wardrobe. It carried out in black and white crepe-de-Chine, with clev ouches of red and green in the patterning: these shades are repeated in the large flowers, and the price is 124 guineas



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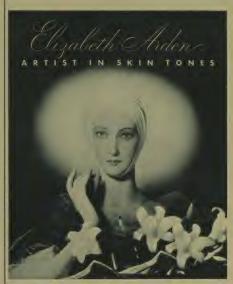
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Farewell to Age!

#### NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

THE ISLE OF BRIONI.

DELIGHTFUL resort for an Easter holiday is the little island of Brioni Maggiore, the largest of a group of twelve islands in the northern



BY THE SEASHORE, IN THE MIDST OF BEAUTIFUL GROUNDS: THE HOTEL AT BRIONI. Photograph by Enit, London,

part of the Adriatic, off its eastern shore, not far from the mainland and almost opposite Pola. Here, the climate in mid-spring is ideal, and comparable with that of early summer in this country, and the scenery of Brioni, a combination of woods and meadows set amongst undulating country, and charming little coves and inlets, laved by a sea of the deepest blue, is at its best. The woods are in the deepest blue, is at its best. The woods are in full leaf, and the meadows are bedecked with flowers, the skies are clear, and the lengthening days are radiant with sunshine.

The history of this little isle, only three-and-a-quarter miles in length by a mile-and-a-quarter wide, is a fascinating one. Its balmy air and rich flora, in which mingle plants of the temperate and sub-tropical climes, attracted the attention of those connoisseurs in the matter of health resorts, the Romans, who, when they had conquered and colonised

Istria, on the mainland, turned their attention to Brioni, where consuls and proconsuls built them-selves handsome villas, the remains of which, and those of their temples, are visible to-day. After the Romans, the Byzantines chose Brioni as a holiday retreat, and the Basilica of Santa Maria, in ruins picturesque in their setting of cypress, palm, and pine, attests their presence in the island. Later,

Brioni was under the rule of Seigneurs and Counts of Venice, and the Castello della Torre was their place of residence. In the seventeenth century, decline set in apace, and by the beginning of the nineteenth century the island was abandoned completely

Amongst others, it is said that Napoleon had an idea of restoring Brioni to a state of its former prosperity, but nothing was done until about the end of last century, when an industrial magnate spent vast sums in transforming the island into an up-to-date health resort. Roads were made, a

supply of good water was brought to Brioni from the mainland by means of a submarine pipe, a large port was built, with quays and landing-stages for vessels, and a motor-boat service established with Pola; hotels and villas were erected, a bathing establishment was set up, and soon numbers of visitors were attracted to this new and charming

health resort in the Adriatic. Amongst others, the German Emperor paid Brioni a visit, and was so delighted with it that he endeavoured to purchase it - to make it his private residence, and, being re-fused, bought the Achilleion at Corfu in its stead.

Brioni has been greatly improved since those days, but most of its natural beauty remains, whilst the accommodation for visitors has been raised to a high standard, and provision for sport has been made in such a liberal manner that one can enjoy the finest of sea-bathing, in either a covered pool,

or from a gradually shelving beach, in water that is crystal clear; play golf on an eighteen-hole course considered to be one of the most beautiful; tennis, or polo, on a delightful ground; ride, fish, boat, sail,

or shoot, and the shooting, which is good, comprises mouflon (wild sheep), stag, roebuck, hares, pheasants, and wild turkeys. And then there are walks that are full of charm, along roads free from dust and from motor traffic-which is not allowed in this island paradise—and across country through lovely woods and parks where herds of deer graze; for Brioni is really one large private estate, at the disposal of its visitors, with a large and extremely good hotel, affording splendid accommodation and cuisine, and with its own laundry, stables, dairy farm and agricultural produce, pretty gardens, and surroundings with beautiful scenery of landscape and seascape, which can be enjoyed to the full in

Finally, Brioni is easy of access, since vessels leave Venice for the island on Mondays, Wednesdays, and Fridays, the crossing occupying only six It may be reached also from Fiume and Abbazia, on Tuesdays, Thursdays, and Saturdays, a six-hour journey also; whilst a mail steamer leaves Trieste every morning for Brioni, calling at all intermediate



AND THE ISLE OF BRIONI: A GLIMPSE OF THE PICTURESQUE EIGHTEEN-HOLE GOLF COURSE. Photograph by Enil, London

ports along the Istrian coast; and for those who desire a very short sea crossing, this can be obtained by proceeding by rail to Pola and crossing thence to Brioni by motor-boat in half an hour.



Amongst a number of Suites showing the modern tendency to use new and unusual Woods, we chose this one because of its particularly fascinating design. The Sideboard has a cupboard at either side and four drawers in the centre. The top drawer is lined and fitted for cutlery. 5 ft. 6 ins. wide, 1 ft. 11 ins. deep, 3 ft. high. £39.15. The Table is 6 ft. 6 ins. by 3ft. 3 ins. £29.10. Set of six Tub Chairs with modern Tapestry covering. The set £56.14. Triple frame Mirror in Pink and Blue. Size 40 ins. by 27 ins., £11.18.6

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# THE CHRONICLE OF THE CAR. By H. THORNTON RUTTER.

IT will be extremely interesting to see the winning design in the competition organised by Bentley's Ltd., who are offering a prize of £50 for the most



A HAPPY SPRING-TIME COMBINATION: AN ALVIS IN WARWICKSHIRE.

suitable mascot for their cars. The mascot will, of course, have to symbolise speed, and I was not surprised to learn the other day that among the suggestions are designs of fleet-footed greyhounds and panthers, while a few have chosen a racehorse! But the surprise was to come. I was assured that 75 per cent. of the efforts already received were designs of the letter "B" streamlined in some form. The competitors are more varied than the suggestions. Among the aspirants

are well-known R.A.'s and sculptors, motor mechanics, draughtsmen, and a dozen or so schoolboys who are anxious to win the £50 and achieve the distinction of having created the mascot for the world's finest silent sports car.

In England, motor caravanning is regarded mainly as a holiday pastime, but in the Dominions it has long been recognised as a serious form of transport. The latest news of a long-distance caravan tour comes from Captain R. B. Blyth, of Perth, Western Australia. Captain Blyth, having himself built a caravan body and mounted it on a 16-45 h.p. Wolseley chassis, set out from Perth accompanied by his wife. They headed for Sydney, many thousands of miles away, and reached it by easy stages. Following a different route home to Perth, they made a complete return journey across the Continent, covering a total distance of 10,000 miles. The Wolseley, in excellent condition despite its arduous trip, was then purchased by the St. John's Ambulance Brigade, and converted into an ambulance and put into service for a country centre.

into service for a country centre.

The 30 m.p.h. limit, whatever may be its good points, has already proved itself a tedious and exasperating measure to drivers. It is only now being realised, however, that in some cases it definitely affects the running of the car. The modern sports car, for instance, is not designed to proceed for miles on end at less than "thirty." It has a high-compression engine, necessitating "hot" plugs. Traffic-stops, followed by rapid acceleration at an ample throttle-opening, do not trouble it, but a continued "crawl" on a whiff throttle results in oiled plugs and consequent misfiring. A burst of speed at the end of the limit area may clear away the oil, but as often as not it comes too late. Every racing motorist and motorcyclist knows that a highly-tuned engine requires different plugs for touring and racing. Standard touring plugs are used for running about, and are replaced by "hot" plugs for speed work. With the new speed limit, the same applies to-day to most sports cars and motor-cycles, and the Lodge Co. therefore suggest that, in the interests of running efficiency, drivers of these speedy machines should keep a set of touring plugs for use when travelling to and from business, etc., in the restricted areas. This does not mean, of course, that one would have to be constantly changing plugs, nor, indeed, does it mean that touring plugs need be used at all if one's main driving is on the open road. It is safe to say, however, that 90 per cent. of

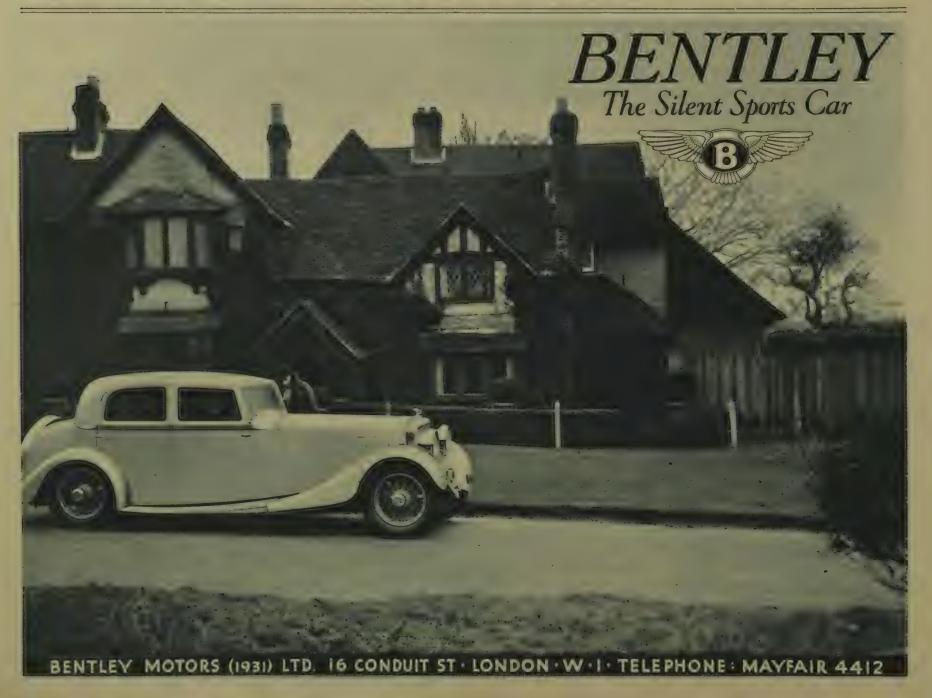
motorists who live in London, Birmingham, Manchester, and other big towns will seldom travel outside the 30 m.p.h. limit from Monday to Friday of each week. It is to such drivers that the suggestion is made.

The Royal Automobile Club are to be congratulated

The Royal Automobile Club are to be congratulated on the success of their Eastbourne Rally, and especially Captain A. W. Phillips, the Clerk of the Course, for the very efficient organisation. Both competitors and the public were pleased, which speaks volumes for the way the Rally was run. The public thoroughly enjoyed the gymkhana performances on the hill and on the Parade, and cheered the fast sports cars as they hustled up the narrow lane and reversed into another one before speeding to the finishing-line. Moreover, the spectators were equally pleased with a clean performance and those drivers who knocked over the temporary posts and barriers in their frantic haste to steal a few seconds [Continued overlea].



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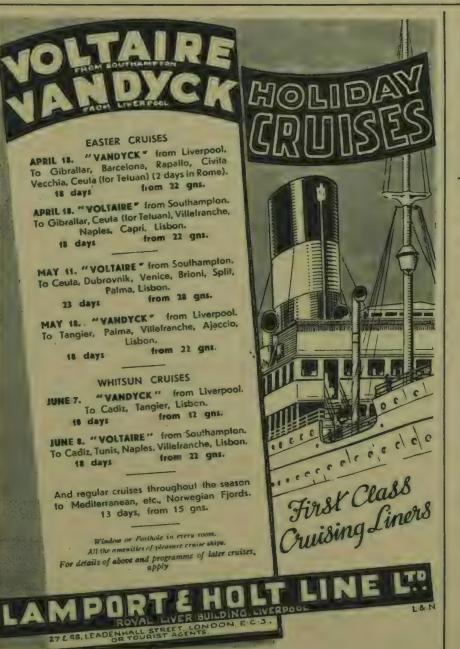
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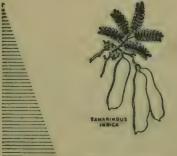
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Continued.]
of time in these eliminating tests. Also, the R.A.C.
has succeeded at last in providing a competition in
which the ordinary amateur driver and private owner
can take part, knowing that he or she has a fair chance

event. They all received the same statuette of a nude figure holding aloft in both arms a ring with "R.A.C. Rally" inscribed upon it, the first-class receiving a gilt one, the second a chromium-plated one,

and the third a bronze replica. In fact, many third-class winners were glad to have their bronze figure, as it looked even better than the gilt one. So everybody was pleased, and especially the second drivers of the cars, who received a plaque as their memento of the success of their team-work.

The Humber Company announce that, as from April 15, their London Service Depot at Somerton Road, Cricklewood, will be closed down, reopening on April 23 at Chase Road, Willesden (near North Acton Tube Station). The new depot, which has been specially constructed for the purpose, and is installed with latest laboursaving plant and equipment, will provide more adequate facilities. Its location is between Western Avenue and Harrow Road, a little to the east of, and parallel with, the North Circular Road. As so many car - owners use the London depot for the looking-over of their cars, I give this inform-ation for their benefit.

An important alteration for motorists to note is the new hand-signal for stopping.

Formerly, the driver always held up the right arm with the fingers pointing upwards and the palm of the hand facing the direction the car was travelling. Now the Highway Code has altered that to the former "slowing down signal, the arm outstretched and the palm of the hand towards the ground and waved up and down to warn

following traffic that the car is (1) slowing down, (2) stopping, or (3) turning to the right. So be careful when you see a driver signalling in that fashion, as you cannot be sure what he is actually going to do.



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# HOTEL

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This year's Head of the River race—the tenth since it was instituted—was rowed on March 30,

This year's Head of the River race—the tenth since it was instituted—was rowed on factor of and was again won by the London Rowing Club. London have won outright every race but one—that of 1927, when they tied with the Thames Rowing Club. This year over 120 crews competed, including eights from Oxford and Cambridge colleges, Trinity College, Dublin, most of the provincial Universities, and numerous rowing clubs in London and elsewhere. The long line of eights, all of them striving their hardest to reduce their time over the 4½ miles,

presents a highly picturesque spectacle. The course is in the reverse direction from that of the Oxford and Cambridge Boat Race.

of gaining an award as a prize memento of a glorious

rooo-miles run. As there were 95 first-class awards, 81 second-class awards, and 51 third-class awards divided between 241 competitors who arrived at East-

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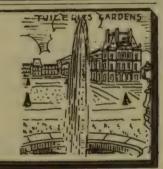
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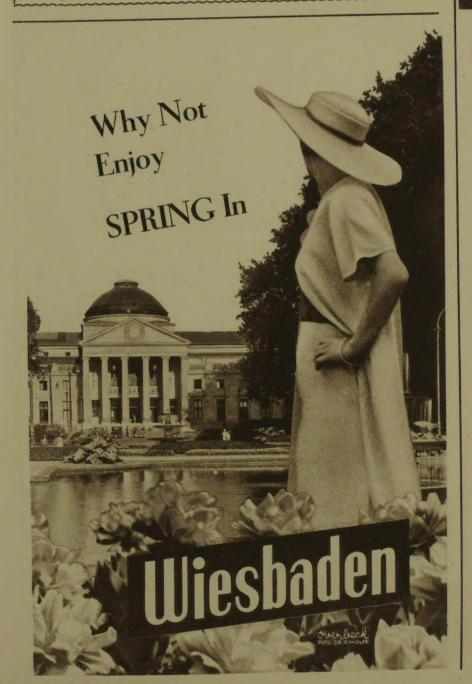
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EMPRESS OF ALL THE ROUMANIANS.

(Continued from Page 558.)

Government advocated peace, and, in spite of the Queen's passionate protests, peace—"Our infamous peace"—was signed. "Your Majesty minds so much," said General Averescu, "because she is English, and the English never can give up." Later the Queen wrote to King George: "Rather would I have died with our army to the last man, than confess myself beaten, for have I not English blood in my veins?"

Naturally she was on the worst of terms with the new Government; and the necessity of receiving envoys from Germany and Bolshevik Russia was an added ordeal. She did not see eye to eye with King Ferdinand: "Our characters were different. I was too categorical, too conclusive: he too much of a doubter." "I was not," she frankly admits, "a pleasant companion at that period."

But soon the tide began to turn. Bessarabia declared itself annexed to Roumania, an event which had long been prayed for, and occasioned much rejoicing; but the Queen was uneasy, "wondering what new troubles will arise out of this." She still fretted at the peace. "I wish I could invent new words never yet used to express my loathing for those who are imposing upon us an abominable, mutilating, soul-stifling peace," ran one of the outbursts in her diary. Yet her genius for friendship remained. Colonel Boyle, a Canadian, gave her encouragement and sympathy which she warmly acknowledges. Besides her irritation with the Government, she also had personal sorrows. On July 22 she heard the news of the Tsar's murder, which shocked her inexpressibly. A requiem was sung for him in the village church, and the Queen wrote in her diary an eloquent tribute to the dead monarch. "Dear Nicky, I loved you sincerely. Our little requiem was celebrated without pomp, but it is not pomp you need to-day, but hearts which can understand you and mourn for your cruel end."

One more tragedy—"a staggering family tragedy which hit us suddenly, a stunning blow for which we were entirely unprepared"—occurred early in September 1918. The Queen cannot bring herself to describe it further. After this the sky brightens. The Allies were advancing on all fronts. It was but human that Queen Marie should be seized with what she calls "a quite unworthy feeling of contempt" for her political opponents. Colonel Boyle observed: "Your Majesty, you have been a good loser, let me also find you a good winner." She took the reproof in good part, and profited by it: the desertion of Germany by Austria calls forth a spontaneous expression of sympathy from her.

The country was now wild with rejoicing. Transylvania, Bucovina, and Bessarabia had all declared for union with Roumania. The ideal of Greater Roumania was at last realised. The Queen was, in effect, "Empress of all the Roumanians." The first of December was fixed upon for the royal entry into Bucarest. "Two years ago, exactly at this same date," writes the Queen, "we were fleeing from our capital—exiles not knowing whither we were going. Two years, and what years!"

Time and the hour runs through the roughest day: the third volume of Queen Marie's Memoirs closes in glory and triumph. It is an extraordinarily vivid record, the more vivid and the more valuable because the greater part of it is a direct transcription from the copious diaries the Queen kept during the war. Some readers may find the extremely personal character of the memoirs a little embarrassing, the consciousness of royalty they everywhere confess a little overwhelming. Certainly the Queen is always in the centre of the stage. But she knows how to occupy it; she makes a splendid figure, full of heart and courage, and in expressing her own feelings she seems to interpret her country's. Appreciative of herself, no doubt, she is equally frank in her appreciation of others, whether they be peasants and private soldiers, or devoted friends like Prince Stirbey and Colonel Ballif. Gratitude such as hers is a rare quality; nor is it an idle boast when she says "spontaneous generosity is the key to my being."

#### "LOVE AND LET LOVE," AT DALY'S.

THE author strives so hard to be naughty that he winds up by being as boring as the man who persists in retailing a string of smoking-room stories. The plot is the extremely hackneyed one of a girl who makes a marriage of convenience with a French Count. Henri, who is in love with her, obtains a situation as her chauffeur and accompanies the newly married couple upon their strictly Platonic honeymoon. Mr. Peter Haddon is amusing as the Count, who eventually grows to love his wife and wins her in an extremely masterful manner. Miss Claire Luce has the necessary attraction as the wife, and Mr. Martin Walker brings his accustomed easy charm to the rôle of the chauffeur lover.

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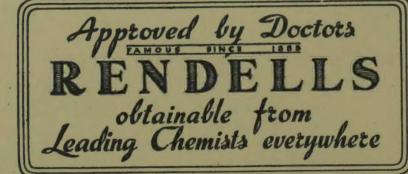
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The price of this Record Number of the King's Twenty-Five Years' Reign will be Five Shillings. (Including postage and packing: Inland, 5/9; Foreign, 6/1; Canada and Newfoundland, 5/4. If sent by Registered Post, 3d. extra in each case.)

# MAY 4 ISSUE (TWO SHILLINGS)

This Number, which will be superb from cover to cover, with a quantity of colour, will deal with their Majesties in person, showing what their beneficent reign has done for the Nation. The issue of May 4 will deal chiefly with the personalities of our Great King and Queen. It will not be in a sense a history of the twenty-five years' reign, but will show how much the Royal House means to the loyal subjects of the Crown.

In addition, all the preliminaries of the Jubilee Celebrations will be dealt with in-extenso. The chief participants, the preparations and the staging of the great events will be illustrated in colour and in monochrome, so that the Number will form an admirable guide to the pomp and splendour of the

### MAY II ISSUE (TWO SHILLINGS) **COVERING ACTUAL CEREMONIES**

The issue will contain all the best illustrations of the actual ceremonies dealing with the Silver Jubilee, in such a way that even those who are unable to witness them will be almost able to feel that they were present in person.

The processional ride of their Majesties and the ceremony in St. Paul's will be presented in a specially spacious way.

Everything of interest dealing with the actual events of the most eventful days will be covered most strikingly so that the Number will be a permanent record of the rejoicings and thanksgivings for the reign of the King and Queen.

This will not be in any way a retrospective number; it will be of an entirely topical character and will be one that everyone who rejoices with us in the fortunate completion of their Majesties' twenty-five years of unremitting efforts for the good of their Country, must procure and keep as a memento of the great occasion.

# ILLUSTRATED NEWSPAPERS JUBILEE NUMBER PROGRAMME

# THE SPHERE MAY 4(TWO SHILLINGS)

The issue of "The SPHERE" for May 4th (the Saturday preceding the actual day of celebration, Monday, May 6), will take the form of a record of the King's reign from May 6, 1910 (the day of his accession) to the present day.

The chief feature of this issue will be a personal narrative from the very able pen of one who has shared in many of the great incidents of the reign. It will appear under the title of "Twenty-five Years a King" and will be copiously illustrated from all available sources. Many of the events have been pictured by Mr. F. Matania, R.I., "The SPHERE'S" leading black and white artist. and a study of the wealth of material which the Editor is preparing reveals the fact that this record should prove a veritable cavalcade of pictorial splendour.

Many of the outstanding events will be pictured in full colours. Portrait painters of note will contribute studies of the King and Queen with scenes in the Royal residences. Aspecial separate plate-portrait of His Majesty will be included.

MAY II (TWO SHILLINGS)

# MAY II (TWO SHILLINGS)

Every preparation is being made to make "The SPHERE" of May 11 a splendid, almost a living picture of the events in celebration of the Silver Jubilee of the King's reign.

This issue will form a record of the actual ceremonies, Royal and Civic, with which the wonder week of May will be marked. The foremost black and white artist of the day, Mr.F.MATANIA, R.I., will picture a number of the main incidents, and will be supported by a band of distinguished artists specially selected and commissioned for this issue.

All the pictures will have actuality quality which

All the pictures will have actuality quality which have distinguished "THE SPHERE" in past years, and which will undoubtedly give this issue its special value as an historic document.

special value as an historic document.

Special subjects will be reproduced in colour and the whole will be bound within a cover of exceptional artistry, designed by Millar Watt. It will convey in decorative form the sense of timeliness which lies within and will be a worthy addition to the family treasures.

# SPORTING AND DRAMATIC MAY 3 (TWO SHILLINGS)

The Special Royal Jubilee Number of "The Illustrated Sporting & Dramatic News" will contain a complete pictorial and literary record of His Majesty's life as a sportsman. His career and achievements as a shot, yachtsman, race-horse owner, dog-breeder and farmer will be dealt with in detail by recognised authorities.

Lieut.-Col. Cyril Foley will describe His Majesty's brilliant career as one of the best shots in the world.

Major B. Heckstall Smith, recognised as a worldwide authority on yachting, writes with first-hand knowledge of the King's many successes with "Britannia," aboard which Major Heckstall Smith has sailed on many occasions.

The royal stables and bloodstock will be described by Mr. Cecil Leveson-Gower.

His Majesty's gundogs will be specially illustrated and described by our Kennel Editor. Mr. A. Croxton Smith. A special set of photographs, for which royal permission was obtained, will be given.

In addition the issue will contain a number of beautiful coloured plates, some hitherto unpublished, showing the King shooting, yachting and racing.

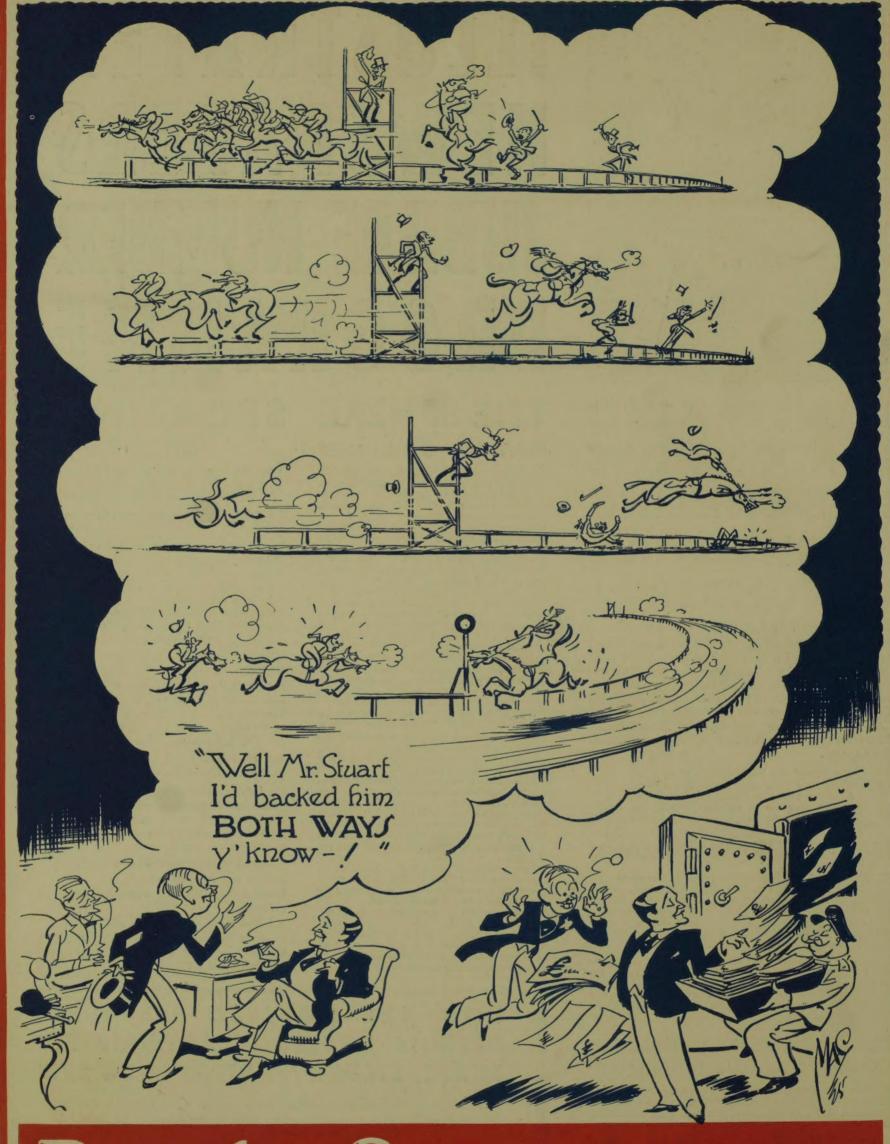
It is confidently predicted that this issue will constitute the most complete and beautifully illustrated record of his Majesty's career as a sportsman yet published.

#### ADVISED ARE TO PLACE YOU DEFINITE ORDERS IN ADVANCE FOR SILVER JUBILEE NUMBERS THESE

Readers, and especially those readers who live overseas, are advised to order their copies NOW from newsagent or bookstall, or from our publishing office, 346, Strand, London, W.C.2. This is necessary to avoid disappointment, as the demand will certainly exceed the supply, very large as that supply will be.

The TATLER, The SKETCH, BYSTANDER These popular favourites will be issued on the ordinary day of

publication (Wednesday) in the weeks before, during and after the Celebrations. These will sell at the usual price of One Shilling.



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